

Master Minimum Equipment List

Revision: 54 Date: 10/12/2009

BOEING B-737 100/200/300/400/500/600/700/800/900

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MASTER MINIMUM EQUIPMENT LIST B-737

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Highlights of Change

EFFECTIVE ABOVE DATE, the Boeing 737 Master Minimum Equipment List has been revised. Please replace Affected sections for a complete up-to-date MMEL. SEE NOTE BELOW FOR IMPORTANT INFORMATION ABOUT THIS REVISION. Retain this sheet with your MMEL until the next revision is issued.

NOTE 1: Pages ARE NOT itemized in a CONTROL PAGE for individual revisions. Rather, the ATA section will contain the applicable number of pages and revision number. Any changes to any item within an ATA section will result in the entire section receiving a revision number. To find any revised item within the section see the list below.

	System/Sequence Number	Remarks
21	AIR CONDITIONING	
	1. Air Conditioning Packs	
	Combi and All Cargo Configurations	Added ST01961SE to title
	4. Pack Turbofan	
	Combi and All Cargo Configurations	Added ST01961SE to title
	6. Pack Turbofan Valves	
	Combi and All Cargo Configurations	Added ST01961SE to title
	22. Forward Outflow Valve	Added ST01961SE to title
	46. Air Heater Supernumerary Compartment	Added ST01961SE to title
25	EQUIPMENT AND FURNISHINGS	
***	10. Non-Essential Equipment & Furnishings (NEF)	Removed all reference to "Passenger Convenience Items" and changed the title to NEF only. Passenger Convenience Items were deleted in April 2008.
26	FIRE PROTECTION	
	14. Main Deck Cargo Compartment Fire Detection/Suppression Systems	Added relief for ST01961SE

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	System/Sequence Number	Remarks
33	LIGHTS 21. Main Deck Cargo Compartment Lighting	Added ST01961SE to title.
	22. Main Deck Cargo Door- System Annunciator Light	Added ST01961SE to title
34	NAVIGATION	Replaces provisos for items 42, 43, 44, 45, 46, and 47 inappropriately omitted in revision 53. Therefore, this revision is a numbered and mandatory revision.
47	INERT GAS SYSTEM	
***	Nitrogen Generation System (NGS) (All Models)	Reinstated D category relief for S/N's designated as In-Service Evaluation (ISE) aircraft. These two aircraft contain an earlier system design. Parts used in the affected design are no longer available. A Boeing S/B to convert these to the current approved design is scheduled for March 2010.
	1) Serial Number (S/N) 34333 or 34450 (prior to incorporation of Boeing Service Bulletin 737-47- 1006)	Added sub-item.
	2) All Models (upon incorporation of Boeing Service Bulletin 737-47-1002, 737-47-1003, 737-47-1005, 737-47-1006 or production equivalent)	Added sub-item.
52	DOORS	
	13. Main Cargo Door Lift/Operating Systems	
	Hydromechanical and/or Manual Mode	Added ST01961SE to title

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Definitions

Insert current Policy Letter 25 DEFINITIONS here.

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MASTER MINIMUM EQUIPMENT LIST B-737

Preamble

Insert current Policy Letter 34 or 36, as applicable, PREAMBLE here.

MENT OF TRANSI	PORT	OITAT	N			
ATION ADMINIST	RATI	ON		MASTER MINIMUM EQ	UIPMEN	NT LIST
			REV	ISION NO:	54	PAGE:
			DAT	E: 10/12/2009		21-1
ITEM	1.	2.	NUMB	ER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATCH		
<u>DITIONING</u>				4. REMARKS OR EXCEPTIONS		
Conditioning ks	-					
III Passenger Configuration (All Models)						
(-100/-200/ - 300/ -400/- 500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks)	С	2	1			
(-700IGW/- 800 with PATS Auxiliary Fuel Tanks)	С	2	1	inoperative provided: a) Flight altitude remains at or be and b) Auxiliary fuel bleed air pressu	elow FL	system
(-900)	С	2	1	inoperative provided: c) Flight altitude remains at or bed of the control of the	elow FL ecured o	losed,
(-100/-200)	С	2	0			
	ITEM DITIONING Conditioning (S) II Passenger Configuration (All flodels) (-100/-200/ - 300/ -400/- 500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks) (-700IGW/- 800 with PATS Auxiliary Fuel Tanks) (-900)	1. ITEM DITIONING Conditioning (S) II Passenger Configuration (All Models) (-100/-200/- 300/ -400/- 500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks) (-700IGW/- 800 with PATS Auxiliary Fuel Tanks) (-900) C	ATION ADMINISTRATION ITEM 1. ILEM 2. DITIONING Conditioning (S. III Passenger Configuration (All Models) (-100/-200/ - C 2 300/ -400/-500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks) (-700IGW/- C 2 800 with PATS Auxiliary Fuel Tanks) (-900) C 2	ITEM 1. 2. NUMB 3. DITIONING Conditioning (S) III Passenger Configuration (All Models) (-100/-200/ - C 300/ -400/-500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks) (-700IGW/- C 2 1 800 with PATS Auxiliary Fuel Tanks) (-900) C 2 1	ATION ADMINISTRATION REVISION NO: DATE: 10/12/2009 1. ITEM 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Conditioning (S) Conditioning (REVISION NO: 54 DATE: 10/12/2009 1. ITEM 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS Conditioning (S) II Passenger configuration (All fodels) (-100/-200/-500/-600 and -700/-800 Without PATS Auxiliary Fuel Tanks) (-700IGW/- 800 with PATS Auxiliary Fuel Tanks) (-900) C 2 1 (M)(O) Except for ER operations, one may be inoperative provided: a) Flight altitude remains at or below FL and b) Auxiliary fuel bleed air pressurization (if installed) is verified to be operation before each departure. (-900) C 2 1 (M)(O) Except for ER operations, one may be inoperative provided: c) Flight altitude remains at or below FL and b) Auxiliary fuel bleed air pressurization (if installed) is verified to be operation before each departure. (-900) C 2 1 (M)(O) Except for ER operations, one may be inoperative provided: c) Flight altitude remains at or below FL d) Forward cargo heat duct is secured of and e) Airport ambient temperature does no 103 degrees F (39 degrees C). (-100/-200) C 2 0 (M)(O) Except for ER operations, both may be inoperative provided flight is conducted in an unpressurized configuration.

U.S. DEPARTI	MENT OF TRANS	POR1	ΓΑΤΙΟΙ	N				
FEDERAL AVI	IATION ADMINIST	RATI	ON		MAS	TER MINIMUM	EQUIPMEI	NT LIST
AIRCRAFT:				REV	/ISION NO :		54	PAGE:
B-737				DAT	E:	10/12/2009		21-2
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	BER INSTALLED			
- TOMBER				3.	NUMBER REQUIRE	D FOR DISPAT	СН	
21 - AIR CON	<u>DITIONING</u>				4. REMARKS	OR EXCEPTIO	NS	
	Conditioning ks (Cont'd)							
C	All Passenger Configuration (All Models) (Cont'd)							
e)	(-300/-400/- 500)	С	2	0	configura b) Procedure ensure lo empty or cargo har	d: conducted in an	unpressurized and use partments recontain only ont, ballast (b)	zed ed to emain empty ballast
						ELs must define or inclusion in F erials can be use	ly Away Kit	s and
f)	(-600/-700/-800)	С	2	0	configura b) Recircula c) Both E / E operate n d) Procedure ensure lo empty or cargo har may be lo Kits, and e) Auxiliary f weight. NOTE: Operator M	d: onducted in an tion, tion fan(s) oper equipment codormally, es are establish wer cargo compare verified to co ordling equipment eaded in ULDs), tanks, if installed uel is included a	unpressurize ates norma bling exhaused and use partments recontain only at, ballast (bland/or Flydd, remain eas part of zee which iten	zed lly, st fans ed to emain empty ballast Away mpty or ero fuel
						or inclusion in F rials can be use		

U.S. DEPARTMENT OF TRANS		_	N		
FEDERAL AVIATION ADMINIST AIRCRAFT:	TRATI	ON	DE\	MASTER MINIMUM EQUIPMENT LIST //ISION NO : 54 PAGE	
B-737			DAT		
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.		BER INSTALLED	
- TOMBER			3.	NUMBER REQUIRED FOR DISPATCH	
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS	
Air Conditioning Packs (Cont'd)					
All Passenger Configuration (All Models) (Cont'd)					
g) (-900)	С	2	0	 (M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fans operate normally, c) Both E / E equipment cooling exhaust fans operate normally, d) Procedures are established and used to ensure lower cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and e) Forward cargo heat duct is secured closed, and f) Airport ambient temperature does not exceed 103° F (39° C). 	
				NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
2) Combi and All Cargo Configurations (737C, QC, and STC's ST01566LA, ST01827LA, ST00283AT, and ST01961SE)	С	2	0	 (M)(O) Except for ER operations, both may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. 	
				NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.	
a) Right Pack	С	1	0	(O) Except for ER operations, may be inoperative provided flight altitude remains at or below FL 250.	
				(Continued)	

U.S. DEPARTMENT OF FEDERAL AVIATION A			N	MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:	DIVIINISTRAT	ION	RF\	/ISION NO : 54 PAGE	:-
B-737			DAT		
SYSTEM & SEQUENCE	1.	2.	NUME	BER INSTALLED	
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH	
21 - AIR CONDITIONIN	<u>IG</u>			4. REMARKS OR EXCEPTIONS	
1. Air Conditioni Packs (Cont'o Packs (Cont'o Packs (Cont'o Packs (Cont'o Packs (Cont'o Packs (Configura (737C, QSTC's ST01566 ST01827 ST00283 ST01961 (Cont'd)	nd All ations C, and LA, LA, AT, and				
a) Left F	Pack C	1	0	 (O) Except for ER operations, may be inoperative provided: a) Flight Altitude remains at or below FL250, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and 	
3) All Cargo Configura (-700C)		2	1	which materials can be used as ballast. (O) Except for ER operations may be inoperative provided flight altitude remains at or below FL 250.	
4) Pemco CC (STC ST03387A All Cargo Configurat	T), and	2	1	Except for ER operations, one may be inoperative provided only flight deck is occupied.	
	С	2	1	(O) Except for ER operations one may be inoperative provided flight altitude remains at or below FL 250 (Continued)	

U.S. DEF	PARTMENT OF TRANSF	PORT	OITAT	1	
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			RE	VISION NO: 54 PAGE:
B-737				DAT	TE: 10/12/2009 21-5
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
1.	Air Conditioning Packs (Cont'd)				
	4) Pemco COMBI (STC ST03387AT), and All Cargo Configurations (Cont'd)				
		С	2	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
2.	Pack Air Flow/Shut- off Valves (includes STC SA2969SO)	С	2	0	(M)(O) May be inoperative deactivated Closed.
	1) High Flow Mode (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	
	2) APU High Flow Mode	С	2	0	
3.	Pack Trip Warning Systems	С	2	0	(M)(O) May be inoperative provided associated pack is not used.
4.	Pack Turbofan (-100/-200/-300/-400/ -500) 1) All Passenger Configuration (All Models)	С	2	0	(O) May be inoperative provided associated pack(s) is operated only in flight with flaps retracted. (Continued)

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U.S. DEP	ARTMENT OF TRAN	SPORT	IOITAT	N	
FEDERA	L AVIATION ADMINIS	STRATI	ON	<u> </u>	MASTER MINIMUM EQUIPMENT LIST
AIRCRAI	FT:			REV	ISION NO: 54 PAGE:
B-737				DAT	E: 10/12/2009 21-6
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED
- NOMBE	`			3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
4.	Pack Turbofan (-100/-200/-300/-400 -500) (Cont'd)	/			
	2) Combi and All Cargo Configurations (737C, QC, STC's SA2969SO, ST01566LA, ST01827LA, ST00283AT, and ST01961SE)	I			
	a) Right Pack Turbofan	С	1	0	(O) May be inoperative provided right pack is operated only in flight with flaps retracted.
	b) Left Pack Turbofan	С	1	0	(O) May be inoperative provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are
					approved for inclusion in Fly Away Kits and which materials can be used as ballast.
5.	Pack Ram Air Systems	С	2	0	(M)(O) May be inoperative in FLIGHT OPEN position provided: a) Operations are not conducted on runways covered with slush, or on gravel runways, and b) Associated pack is not operated during takeoff or landing on wet runways or runways with standing water.
***	1) Exhaust Louver Assemblies (-100/-200/-300/ -400/-500)	С	2	0	(M)(O) May be inoperative provided: a) Actuator(s) is disconnected, and b) Louver(s) is secured in full open position.

U.S. DEF	PARTMENT OF TRANSF	PORT	ratioi	N	
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	ISION NO: 54 PAGE:
B-737				DAT	E: 10/12/2009 21-7
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED
- NOMBE				3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
6.	Pack Turbofan Valves (-100/-200/ -300/-400/-500) 1) All Passenger Configuration (All Models)	С	2	0	(M)(O) May be inoperative Closed provided associated pack(s) is operated only in flight with flaps retracted.
	2) Combi and All Cargo Configurations (737C, QC, STCs SA2969SO, ST01566LA, ST01827LA, ST00283AT, and ST01961SE)				
	a) Right Pack Turbofan Valve	С	1	0	(M)(O) May be inoperative Closed provided right pack is operated only in flight with flaps retracted.
	b) Left Pack Turbofan Valve	С	1	0	 (M)(O) May be inoperative Closed provided: a) Left pack is operated only in flight with flaps retracted, and b) Procedures are established and used to ensure main deck cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
7.	RAM DOOR FULL OPEN Indicating Lights	С	2	0	
8.	Air Mix Valves (-100/ -200/-300/-500/-600/ -700)	С	2	0	(M)(O) May be inoperative provided associated pack is not used.
9.	Air Mix Valve Position Indicators (-100/-200/-300/ -500/-600/-700)	С	2	0	

U.S. DE	PAR1	TMENT OF TRANS	POR1	ΓΑΤΙΟΙ	N	
		/IATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					REV	VISION NO: 54 PAGE:
B-737					DAT	TE: 10/12/2009 21-8
SYSTEM SEQUE NUMBE	NCE	ITEM	1.	2.	NUMB	ER INSTALLED
NONDL					3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CON	<u>IDITIONING</u>				4. REMARKS OR EXCEPTIONS
10.		oin Rate of Climb icator				
	1)	Analog Control System (-100/ -200/-300/-400/ -500)	С	1	0	May be inoperative provided AUTO and STBY control modes operate normally.
		300)	С	1	0	(M)(O) May be inoperative provided flight is conducted in unpressurized configuration.
	2)	Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0	May be inoperative provided AUTO and ALTN control modes operate normally.
		a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
		b)(-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
						(Continued)

U.S. DEPAR	TMENT OF TRANSF	PORT	ΙΟΙΤΑΤ	٦	
FEDERAL A	VIATION ADMINISTE	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				REV	VISION NO: 54 PAGE:
B-737				DAT	TE: 10/12/2009 21-9
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CON	<u>NDITIONING</u>				4. REMARKS OR EXCEPTIONS
	bin Rate of Climb licator (Cont'd)				
2)	Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
	c) (-600/-700/- 800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and
	d) (-900)	С	1	0	which materials can be used as ballast. (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
	abin Altitude arning System	С	1	0	May be inoperative provided flight altitude remains at or below 10,000 feet MSL.
*** 1)	High Altitude Warning System	С	1	0	May be inoperative provided procedures do not require its use. (Continued)

U.S. DEF	PARTMENT OF TRANS	PORT	OITAT	٧	
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:			REV	ISION NO: 54 PAGE:
B-737				DAT	E: 10/12/2009 21-10
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED
	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS
11.	Cabin Altitude Warning System (Cont'd)				
***	2) CABIN ALTITUDE Light				
	a) -100/-200/ -300/-400/-500 (upon incorporation of Boeing Service Bulletin 737- 31A1325)	С	1	0	May be inoperative provided TAKEOFF CONFIG warning light operates normally.
		С	1	0	(O) May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.
	b) -600/-700/- 800/-900 (upon incorporation of Boeing Service Bulletin 737- 31A1332, or production equivalent)	С	2	0	May be inoperative provided associated TAKEOFF CONFIG warning light operates normally.
		С	2	0	(O) May be inoperative provided flight crew performs a briefing on cabin altitude warning indications and procedures before engine start for the first flight of the day or following any change of either flight crew member.
12.	Cabin Altitude Indicator				
	1) Analog Control system (-100/ -200/-300/-400/ -500)	С	1	0	May be inoperative provided: a) Cabin differential pressure indicator operates normally, and b) A chart is provided to crew to convert differential pressure to cabin altitude.
		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.
					(Continued)

U.S. DEPARTMENT OF TRANS	PORT	ΓΑΤΙΟΙ	N	
FEDERAL AVIATION ADMINIST	RATI	ON	t	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				VISION NO: 54 PAGE:
B-737			DAT	TE: 10/12/2009 21-11
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
12. Cabin Altitude Indicator (Cont'd)				
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0	May be inoperative provided: Cabin differential pressure indicator operates normally, and A chart is provided to crew to convert differential pressure to cabin altitude.
a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
b) (-600/-700/- 800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
c) (-600/-700/- 800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	C	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

U.S. DE	PARTMENT OF TRANS	SPORT	ΓΑΤΙΟΙ	N			
	AL AVIATION ADMINIS			MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	AFT:			REV	/ISION NO : 54 PAGE:		
B-737				DAT	E: 10/12/2009 21-12		
SYSTEM SEQUE NUMBE	NCE ITEM	1.	2.	NUME	BER INSTALLED		
HOMBL	in.			3.	NUMBER REQUIRED FOR DISPATCH		
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS		
12.	Cabin Altitude Indicator (Cont'd)						
	2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)						
	d) (-900)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 		
13.	Cabin Differential Pressure Indicator						
	1) Analog Control System (-100/ -200/-300/ -400/-500)	С	1	0	May be inoperative provided: a) Cabin altitude indicator operates normally, and b) A chart is provided to crew to convert cabin altitude to differential pressure.		
		С	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.(Continued)		

U.S. DEPARTMEN	T OF TRANSF	PORT	ATION		
FEDERAL AVIATION	ON ADMINISTI	RATI	ON	- 	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				RE\	VISION NO: 54 PAGE:
B-737				DAT	TE: 10/12/2009 21-13
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2 .	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITION	<u>ONING</u>				4. REMARKS OR EXCEPTIONS
13. Cabin Di Pressure (Cont'd)	fferential Indicator				
Syst -400	al Control em (-300/ /-500/-600/ /-800/-900)	С	1	0	May be inoperative provided: Cabin altitude indicator operates normally, and A chart is provided to crew to convert cabin altitude to differential pressure.
	300/-400/ 500)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
-8 in o S B 2 7 a 1	600/-700/ 800 prior to acorporation f Boeing ervice ulletins 737- 1- 1135, 37-26-1121 nd 737-26- 122, or roduction quivalent)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
	600/-700/ 300 upon acorporation f Boeing ervice ulletins 737- 1- 1135, 37-26-1121 and 737-26- 122, or roduction quivalent)	C	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

U.S. DEF	PART	MENT OF TRANS	PORT	IOITAT	N	
FEDERA	L AV	/IATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:				REV	/ISION NO: 54 PAGE:
B-737					DAT	E: 10/12/2009 21-14
SYSTEM SEQUEN NUMBER	ICE	ITEM	1.	2.	NUMB	BER INSTALLED
NOWIDE					3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR	CON	<u>IDITIONING</u>				4. REMARKS OR EXCEPTIONS
13.	Pre	bin Differential essure Indicator ont'd)				
	2)	Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
		d) (-900)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).
14.		bin Pressure ntrol System				
	1)	Analog Control System Automatic/ Standby Modes (-100/ -200/-300/ -400/-500)	С	2	1	(O) One may be inoperative provided manual mode (AC and DC actuators) operates normally.
	2)	Analog Control System Automatic/ Standby/Manual Modes (-100/ - 200/-300/ -400/-500)	С	3	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited. (Continued)

	ARTMENT OF TRANS			N		
	AVIATION ADMINIST	RATI	ON	DE	MASTER MINIMUM EQUIPME	i
AIRCRAF B-737	1.			DAT	/ ISION NO : 54 ΓΕ: 10/12/2009	PAGE: 21-15
SYSTEM	<u> </u>	1.	2.			21 10
SEQUENO NUMBER	CE ITEM		۷.	NOIVIE	BER INSTALLED	
NOMBER				3.	NUMBER REQUIRED FOR DISPATCH	
<u>21 - AIR C</u>	ONDITIONING				4. REMARKS OR EXCEPTIONS	
	Cabin Pressure Control System (Cont'd)					
:	3) Digital Control System Automatic Modes (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	 (M)(O) One may be inoperative provided: a) Manual mode operates normally, b) Inoperative controller is deactivated, and c) Auxiliary fuel bleed air pressurization so installed) is verified to be operational be each departure. 	ystem (if
	a) (-300/-400/ -500)	С	2	0	 (M)(O) May be inoperative for unpressurized for provided: a) Outflow valve is deactivated in 25% opposition or removed, and b) Extended overwater flight is prohibited 	en
	b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737-21-1135, 737-26-1121 and 737-26-1122, or production equivalent)	C	2	0	 (M)(O) May be inoperative for unpressurized for provided: a) Outflow valve is deactivated in 25% opposition or removed, b) Recirculation fan(s) operates normally, c) Extended overwater flight is prohibited d) Auxiliary tanks (if installed) remain empauxiliary fuel is included as part of zero weight. (Continued) 	en , and oty or

U.S. DEPARTMENT C		TATIO	NI.				
			MASTER MINIMUM EQUIPMENT LIST				
FEDERAL AVIATION	ADIVIINIOTRAT	ION	DEV	ICION NO -	WASTER WIINIWOW EQ		
AIRCRAFT:				ISION NO :	40/40/0000	54	PAGE:
B-737 SYSTEM &	1.	1	DAT	E :	10/12/2009		21-16
SEQUENCE NUMBER	ITEM '.	2.	NUMB	ER INSTALLED)		
			3.	NUMBER REQ	UIRED FOR DISPATCH		
21 - AIR CONDITION	<u>NG</u>			4. REMA	RKS OR EXCEPTIONS		
14. Cabin Press Control Syst (Cont'd)							
3) Digital C System Automa Modes (-400/-50 -700/-80 (Cont'd)	tic (-300/)0/-600/)0/-900)						
of Bo Serv Bulle 21-1 737- and 1122 prod	upon poration peing ice tins 737- 135, 26-1121 737-26-	2	0	provided: a) Proced ensure remain empty (ballas Away Februari Away Febr	v valve is deactivated in n or removed, ulation fan(s) operate no led overwater flight is pro ry tanks (if installed) rem ry fuel is included as part	d used to mpartment contain of the contain of the contains and/or 25% ope rmally, ohibited, ain emptor to f zero f	ont only st Fly en and sy or fuel
d) (-900)) C	2	0	provided: a) Outflow position b) Recircular c) Extended d) Forward and e) Airport	e inoperative for unpressive valve is deactivated in a nor removed, ulation fans operate normed overwater flight is produced cargo heat duct is second ambient temperature do grees F (39 degrees C).	25% openally, ohibited, ured clos	en sed,

II S DEE	PARTMENT OF TRANS	DODT						
	L AVIATION ADMINIST			V	NA	ASTER MINIMUM	EOLIIDMEN	T LIST
AIRCRA		11///11		DEV	ISION NO :	ASTER WIINIWOW	54	PAGE:
B-737				DAT		10/12/2009	34	21-17
SYSTEM	I &	1.				10/12/2003		21 17
SEQUEN	ICE ITEM		2.	NUMB	ER INSTALLED			
NUMBER	τ			3.	NUMBER REQUII	RED FOR DISPAT	ГСН	
04 AID	CONDITIONING							
21 - AIR	<u>CONDITIONING</u>				4. REMAR	KS OR EXCEPTION	ONS	
14.	Cabin Pressure Control System (Cont'd)							
	4) Digital Control System Manual Mode (-300/ -400/-500/-600/ -700/-800/-900)							
	a) (-300/-400/ -500)	С	1	0	provided: a) Outflow v position of	noperative for unprovalve is deactivated or removed, and doverwater flight is	d in 25% ope	en
	b) (-600/-700/ -800 all passenger configuration prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	provided: a) Outflow v position c b) Recircula	noperative for unpr valve deactivated to or removed, ation fan(s) operate d overwater flight is	o 25% open es normally,	

U.S. DEF	PARTMENT OF TRANS	POR1	OITAT						
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	/ISION NO: 54 PAGE:				
B-737				DAT	E: 10/12/2009 21-18				
SYSTEM	NCE ITEM	1.	2.	NUMB	BER INSTALLED				
NUMBE	R			3.	NUMBER REQUIRED FOR DISPATCH				
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS				
14.	Cabin Pressure Control System (Cont'd) 4) Digital Control System Manual Mode (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)								
	c) (-600/-700/ -800 all passenger configuration upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 				
	d) (-900)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				

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FEDERAL AVIATION ADMINISTR	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				/ISION NO : 54 PAGE:
B-737 SYSTEM &	1.		DAT	I
SEQUENCE ITEM	••	2.	NUMB	ER INSTALLED
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
21 - AIR CONDITIONING				4. REMARKS OF EXCEPTIONS
15. Main Outflow Valve				
1) Analog Control System Outflow Valve Actuators (AC and/or DC) (-100/ -200/-300/ -400/-500)	С	2	1	One actuator may be inoperative for pressurized cargo-only flight, provided airplane is depressurized before landing.
,	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated open or removed, and b) Extended overwater flight is prohibited.
Digital Control System Outflow Valve Automatic Mode Actuators				
a) (-300/-400/ -500)	С	2	1	One may be inoperative provided manual mode actuator operates normally.
	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
b) (-600/-700/ -800/-900)	С	2	1	One may be inoperative provided manual mode actuator operates normally.
c) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operate normally, and c) Extended overwater flight is prohibited.
				(Continued)

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FEDERAL AVIATION ADMINIST	KAII	ON	DEV	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				VISION NO : 54 PAGE:
B-737 SYSTEM &	1.	1	DAT	TE: 10/12/2009 21-20
SEQUENCE ITEM NUMBER	١.	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
 Main Outflow Valve (Cont'd) Digital Control System Outflow Valve Automatic Mode Actuators (Cont'd) 				
d) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	C	2	0	 (M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
e) (-900)	C	2	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). (Continued)

U.S. DEPARTMENT OF TRANSF	PORT	ΓΑΤΙΟΙ	N	
FEDERAL AVIATION ADMINISTR	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				/ISION NO: 54 PAGE:
B-737			DAT	TE: 10/12/2009 21-21
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
15. Main Outflow Valve (Cont'd)				
3) Digital Control System Outflow Valve Manual Mode Actuator				
a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, and b) Extended overwater flight is prohibited.
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fan(s) operate normally, and c) Extended overwater flight is prohibited.
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	C	1	0	 (M) (O) May be inoperative for unpressurized flight provided: a) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. b) Outflow valve is deactivated in 25% open position or removed, c) Recirculation fan(s) operate normally, and d) Extended overwater flight is prohibited. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)

PAR	MENT OF TRANS	PORT	ATIO					
				•	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:				REV	ISION NO : 54 PAGE:			
				DAT				
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMBER INSTALLED				
iX				3.	NUMBER REQUIRED FOR DISPATCH			
CON	<u>IDITIONING</u>				4. REMARKS OR EXCEPTIONS			
3)	Digital Control System Outflow Valve Manual Mode Actuator (Cont'd)							
	d) (-900)	С	1	0	 (M)(O) May be inoperative for unpressurized flight provided: a) Outflow valve is deactivated in 25% open position or removed, b) Recirculation fans operate normally, c) Extended overwater flight is prohibited, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 			
1)	Analog Control System (-100/ -200/-300/-400/ -500)	С	2	1	(M) One may be inoperative closed for pressurized flight.			
	,	С	2	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.			
2)	Digital Control System (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	(M) One may be inoperative closed for pressurized flight.			
	a) (-300/-400/ -500)	С	2	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position. (Continued) 			
	AL AVAFT: I & NCE R CON Ma (Co 3)	AL AVIATION ADMINIST AFT: M & NCE ITEM R CONDITIONING Main Outflow Valve (Cont'd) 3) Digital Control System Outflow Valve Manual Mode Actuator (Cont'd) d) (-900) Pressure Relief Valves 1) Analog Control System (-100/-200/-300/-400/-500) 2) Digital Control System (-300/-400/-500/-600/-700/-800/-900) a) (-300/-400/	AL AVIATION ADMINISTRATION AFT: M & 1. ITEM R CONDITIONING Main Outflow Valve (Cont'd) 3) Digital Control System Outflow Valve Manual Mode Actuator (Cont'd) d) (-900) C Pressure Relief Valves 1) Analog Control C System (-100/-200/-300/-400/-500) C 2) Digital Control System (-300/-400/-500) C 2) Digital Control C System (-300/-400/-500/-600/-700/-800/-900) a) (-300/-400/ C	AL AVIATION ADMINISTRATION AFT: M &	NET: REV DAT			

U.S. DEPARTMENT OF TRANS	POR	ΙΟΙΤΑΤ	N	
FEDERAL AVIATION ADMINIST	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REV	VISION NO: 54 PAGE:
B-737			DAT	E: 10/12/2009 21-23
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	SER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR CONDITIONING				4. REMARKS OR EXCEPTIONS
16. Pressure Relief Valves (Cont'd)				
2) Digital Control System (-300/ -400/-500/-600/ -700/-800/-900) (Cont'd)				
b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	2	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operate normally,
c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	2	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast.
d) (-900)	С	2	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fans operate normally, d) Forward cargo heat duct is secured closed, and e) Airport ambient temperature does not exceed 103 degrees F (39 degrees C).

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		INIENT OF TRAINS! IATION ADMINIST			V	MASTER MINIMUM EQUIPMEN	NIT I IQT
AIRCRA		TATION ADMINIST	11/7/11/	ON	DEV	ISION NO : 54	PAGE:
B-737	г.				DAT		21-24
SYSTEM	&		1.				21-24
SEQUEN	ICE	ITEM		2.	NUMB	ER INSTALLED	
NUMBER	<				3.	NUMBER REQUIRED FOR DISPATCH	
21 - AIR	CON	IDITIONING				4. REMARKS OR EXCEPTIONS	
21 /111	001	<u>IDITIONINO</u>				T. REMARKS ON EXCENTIONS	
17.		nperature icators					
	1)	Supply Duct (-100/-200/-300/ -500/-600/-700	С	1	0	May be inoperative provided both duct overhead warning systems operate normally.	at
	2)	Supply Duct (-400/-800/-900)	С	3	0	May be inoperative provided associated ZONE light operates normally.	: TEMP
	3)	Pass Cabin	С	-	0		
	4)	Pack (-400/ -800/-900)	С	2	0		
18.		ct Overheat rning Lights					
	1)	DUCT OVERHEAT (-100/-200/-300/- 500/-600/-700)	С	2	0	May be inoperative provided supply duct temporal indicators operate normally.	erature
	2)	ZONE TEMP (-400/-800/-900)	С	3	0	May be inoperative provided associated supply temperature indicator operates normally.	y duct
19.	Ter	ssenger Cabin nperature Control stems					
	1)	Automatic/ Manual Controls (-100/-200/-300/ -500/-600/-700)	С	2	1		
			С	2	0	(O) May be inoperative provided right pack is r (Continued)	not used.

U.S. DEF	PARTMENT OF TRANSI	PORT	TATIOI	N					
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM	1 EQUIPMEI	NT LIST		
AIRCRAFT:					ISION NO:	54	PAGE:		
B-737				DAT	E: 10/12/2009		21-25		
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPAT	ГСН			
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTION	DNS			
19.	Passenger Cabin Temperature Control Systems (Cont'd)								
	2) FWD/AFT								
	a) (-400/-800/ -900)	С	2	0	(O) May be dispatched with faults in TEMP Light(s) during Master Cauth associated temperature control systoperate normally before each taken	ion recall prostem is chec	ovided		
	b) (-400/-800)	С	2	0	(M)(O) May be inoperative provide Regulating and Shutoff Valve rema				
		С	2	0	(M)(O) May be inoperative provide Air Modulating Valve is deactivated		d Trim		
	c) (-900)	С	2	0	 (M)(O) May be inoperative provide a) Trim Air Pressure Regulatir Valve remains Closed, b) Forward cargo heat duct is and c) Airport ambient temperatur 103 degrees F (39 degrees) 	ng and Shute secured clo e does not e	sed,		
		С	2	0	 (M)(O) May be inoperative provide a) Associated Trim Air Modula deactivated CLOSED, b) Forward cargo heat duct is and c) Airport ambient temperatur 103 degrees F (39 degrees) 	ating Valve is secured clo e does not e	sed,		
20.	Cabin Temperature Indicator				Incorporated into item 21-17 Revis	ion 34a.			

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	PARTMENT OF TRANSF			V				
FEDERA	L AVIATION ADMINIST	RATI	ON	1	MASTER MINIMUM EQUIPMENT LIS			
AIRCRA	FT:			REV	VISION NO: 54	PAGE:		
B-737				DAT	E: 10/12/2009	21-26		
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS			
21.	Flight Deck Temperature Control Systems							
	1) Automatic/Manual Controls (-100/- 200/ -300/-500/- 600/-700)	С	2	1				
	000/ 100/	С	2	0	(O) May be inoperative provided left pack is not u	ısed.		
	2) Primary/Back-up Modes							
	a) (-400/-800/ -900)	С	2	1	(O) One may be inoperative provided remaining temperature control is verified to operate normally	y.		
	b) (-400/-800)	С	2	0	(M)(O) May be inoperative provided Trim Air Pres Regulating and Shutoff Valve remains CLOSED.			
		С	2	0	(M)(O) May be inoperative provided associated T Air Modulating Valve is deactivated CLOSED.	⁻ rim		
	c) (-900)	С	2	0	 (M)(O) May be inoperative provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward Cargo heat duct is secured close and c) Airport ambient temperature does not except 103 degrees F (39 degrees C). 	ed,		
		С	2	0	 (M)(O) May be inoperative provided: a) Associated Trim Air Modulating Valve is deactivated CLOSED, b) Forward cargo heat duct is secured close and c) Airport ambient temperature does not except 103 degrees F (39 degrees C). 			

U.S. DEF	PARTMENT OF TRANS	POR	ΓΑΤΙΟΙ	 N					
	L AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT L	IST			
AIRCRA	FT:			RE\	/ISION NO : 54 P.	AGE:			
B-737				DAT	TE: 10/12/2009 2	21-27			
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUME	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
21 - AIR	CONDITIONING				4. REMARKS OR EXCEPTIONS				
22.	Forward Outflow Valve (-100/-200/ -300/-400/-500) (STC's SA2969SO, ST01566LA, and ST01961SE)	С	1	0	Except for 737C and STC ST01566LA and ST01961SE cargo or cargo/passenger operations, may be inoperative closed.	-			
		С	1	0	May be inoperative open provided both packs oper normally.	ate			
		С	1	0	(O) May be inoperative open with one pack operation normally provided flight altitude remains at or below FL200.				
23.	FORWARD OUTFLOW CLOSED Indicating Light (-100/-200)	С	1	0					
24. ***	Gasper Fan (-100/ -200/-300/-500/ -600/-700)	D	1	0					
25.	Water Separator Anti-Icing Systems (-100/ -200/-300/ -500/-600/-700)	С	2	0	(M)(O) May be inoperative provided associated part not used.	ck is			
26.	Ground Preconditioned Air Connection Check Valve	С	1	0	May be inoperative closed.				
	1) Analog Control System (-100/ -200/-300/-400/ -500)	C	1	0	 (M)(O) May be inoperative open provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure main deck cargo compartment (as applicable) remains empty, or is verified to contain only empty cargo handling equipme ballast (ballast may be loaded in ULDs), and Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued) 	d/or e			

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			MASTER MINIMUM EQUIPMENT LIST
		REV	/ISION NO : 54 PAGE:
B-737			TE: 10/12/2009 21-28
1.	2.	NUMB	SER INSTALLED
		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
-			
С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position.
С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operates normally.
С	1	0	 (M) (O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. (Continued)
	1. C	1. 2. C 1	1. 2. NUMB 3. C 1 0

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIP	MENT LIST			
AIRCRA	FT:			REV	ISION NO : 54	PAGE:			
B-737				DAT	E: 10/12/2009	21-29			
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	ER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH				
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS				
26.	Ground Preconditioned Air Connection Check Valve (Cont'd)								
	Digital Control System (Cont'd)								
	d) (-900)	С	1	0	 (M)(O) May be inoperative provided: a) Flight is conducted in an unpressurit configuration, b) Outflow valve is positioned to 25% of position, c) Recirculation fans operate normally d) Forward cargo heat duct is secured and e) Airport ambient temperature does not 103 degrees F (39 degrees C). 	closed,			
27.	Electrical/Electronic Equipment Cooling Blowers								
	1) Non-EFIS (-100/ -200/-300/-400/ -500)	С	2	1	Except for ER operations, one may be inop	erative.			
	2) EFIS (-300/-400/ -500)								
	a) Supply Fansb) Exhaust Fans3) CDS (-600/-700/-800/-900)	C C B	2 2 4	1 1 3	Except for ER operations, one may be inop Except for ER operations, one may be inop (M) One fan may be inoperative provided: a) All remaining fans are verified to operative in the comportation of the compo	erative. perate			
28. ***	Equipment Cooling Check Valve (-100/-200)	D	1	0	May be inoperative open.				
29. ***	Air Cleaner Purge Valves (-100/-200/-300)	С	2	0					

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	AL AVIATION ADMINIS		_		MASTER MINIMUM EQUIPMENT LIS	ìT.			
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B-737	AFI.			DAT		-30			
SYSTEM & 1.						-50			
SEQUENCE ITEM NUMBER			2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS				
30. ***	Control Cabin Augmentation Fan (-200)	С	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 120 degrees F (4s degrees C).	9			
		С	1	0	(M)(O) May be inoperative with fan wind-milling provided OAT remains at or below 115 degrees F (4) degrees C) if PDCS is installed and operates normal				
		С	1	0	 (M)(O) May be inoperative with fan seized provided: a) One air condition pack operates normally, b) OAT remains at or below 100 degrees F (3 degrees C), and c) Window heat operates normally. 	8			
31.	Recirculation Fan(s) 1) (-300/-500)	С	1	0	May be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).				
	2) (-400 and Pemco -400 COMBI)	С	2	1	One fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).				
		С	2	0	May be inoperative provided OAT remains below 100 degrees F (38 degrees C).)			
	3) (-600/-700)	С	1	0	May be inoperative provided: a) Left pack is operating when OAT is above 1 degrees F (38 degrees C), b) Flight is conducted pressurized, and c) Both packs operate normally.	00			
	4) (-800/-900)	С	2	1	Left fan may be inoperative provided left pack is operating when OAT is above 100 degrees F (38 degrees C).				
		С	2	1	Right fan may be inoperative provided: a) Left pack is operating when OAT is above 1 degrees F (38 degrees C), and b) Flight is conducted pressurized.	00			
		С	2	0	May be inoperative provided: a) OAT remains below 100 degrees F (38 degrees C), and b) Flight is conducted pressurized. (Continued)				

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMU	M EQUIPME	NT LIST	
AIRCRA	FT:			REV	REVISION NO: 54 F			
B-737			_	DAT	DATE: 10/12/2009		21-31	
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPA	ATCH		
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPT	IONS		
31.	Recirculation Fan(s) (Cont'd)							
	4) (-800/-900)							
	a) (-800EF STC ST02000NY)	С	1	0	May be inoperative provided: a) Left pack is operating who degrees F (38 degrees C) b) Flight is conducted press c) Both packs operate norm	c), surized, and	ove 100	
	5) (-300QC/F, - 400F) (STC's ST01566LA, SA2969SO, and SA2970SO Only)	С	1	0	May be inoperative in cargo confi	iguration.		
	a) (STC SA2970SO)	С	1	0	May be inoperative in PAX mode remains below 100 degrees F (38			
32.	Pack Temperature Control System(s) (Electronic Pack/ Zone Controller) (-400/-800/-900)	С	4	2	(O) One system (primary or standary be inoperative provided rem associated pack is checked to op	aining system	on	
33.	Pack Temperature Control Valves (-400/-800/-900)	С	2	0	(O) May be inoperative provided Pack Temperature Control Valve operate normally.			
		С	2	0	(M)(O) May be inoperative provious not used.	led associated	d pack is	
34.	Standby Pack Temperature Control Valves (-400/-800/-900)	С	2	0	(O) May be inoperative provided Temperature Control Valve(s) is normally.			
	(-400/-800/-900)	С	2	0	(M)(O) May be inoperative provided not used.	led associated	d pack is	

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	L AVIATION ADMINIST	RAII	ON	1	MASTER MINIMUM EQUIPMENT LIS				
AIRCRA	.FT:				ISION NO: 54 PAC				
B-737		-		DAT	E: 10/12/2009 21-	32			
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
21 - AIR CONDITIONING					4. REMARKS OR EXCEPTIONS				
35.	Trim Air Pressure Regulating and Shutoff Valve	-							
	1) (-400/-800) 2) (-900)	СС	1	0	 (M) May be inoperative secured closed. (M)(O) May be inoperative secured closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 	j			
36.	Trim Air Modulating Valves								
	1) (-400/-800)	С	3	0	(M) May be inoperative closed.				
		С	3	0	(O) May be inoperative in any position provided Trim Air Pressure Regulating and Shutoff Valve remains closed.				
	2) (-900)	С	3	0	 (M)(O) May be inoperative closed provided: a) Forward cargo heat duct is secured closed, and b) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
		С	3	0	 (M)(O) May be inoperative in any position provided: a) Trim Air Pressure Regulating and Shutoff Valve remains CLOSED, b) Forward cargo heat duct is secured closed, and c) Airport ambient temperature does not exceed 103 degrees F (39 degrees C). 				
37. ***	Outflow Valve heater Gasket (-100/-200/-300/ -400/-500)	С	1	0					
38.	Outflow Valve Position Indicator	С	1	0	(M)(O) May be inoperative provided valve is verified to be operating normally.	0			

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	AVIATION ADMINISTI	RATI	ON	1	MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT	[:			DAT	ISION NO: 54 PAGE: E: 10/12/2009 21-33			
B-737 SYSTEM &	<u> </u>	1.			I			
SEQUENC			2.	NUMB	ER INSTALLED			
NUMBER				3.	NUMBER REQUIRED FOR DISPATCH			
24 AID CO	ONDITIONING				4. REMARKS OR EXCEPTIONS			
21 - AIR CC	SINDITIONING				4. REMARKS OR EXCEPTIONS			
	Γrim Air Check ∕alves							
1) (-400/-800/-900)	С	2	1	(M) One may be inoperative provided associated valve is deactivated closed.			
Α Ο Ο	Equipment Cooling Automatic Flow Control Valve/ Overboard Exhaust /alve							
1	Analog Control System (-100/ -200/-300/-400/ -500)	С	1	0	(M)(O) May be inoperative in open position provided flight is conducted in an unpressurized configuration.			
		С	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.			
2	2) Digital Control System a) (-300/-400/ -500)	С	1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, and b) Outflow valve is positioned to 25% open position. 			
		С	1	0	May be inoperative in closed position provided both packs and recirculation fan(s) (if installed) are operated during ground taxi operations.			
	b) (-600/-700/ -800 prior to incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M)(O) May be inoperative in open position provided: a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, and c) Recirculation fan(s) operate normally. 			
					(Continued)			

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	AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST			
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B-737				DAT	TE: 10/12/2009 2	1-34		
SYSTEM & SEQUENC NUMBER		1.	2.	NUME	BER INSTALLED			
			1	3.	NUMBER REQUIRED FOR DISPATCH			
<u>21 - AIR C</u>	ONDITIONING				4. REMARKS OR EXCEPTIONS			
(Equipment Cooling Automatic Flow Control Valve/ Overboard Exhaust Valve (Cont'd)							
	2) Digital Control System (Cont'd) c) (-600/-700/ -800 upon incorporation of Boeing Service Bulletins 737- 21-1135, 737- 26-1121 and 737-26-1122, or production equivalent)	С	1	0	 (M) (O) May be inoperative in open position provide a) Flight is conducted in an unpressurized configuration, b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, c) Outflow valve is positioned to 25% open position, and d) Recirculation fan(s) operate normally. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits and which materials can be used as ballast. 	e		
	d) (-900)	С	1	0	 (M)(O) May be inoperative in open position provided a) Flight is conducted in an unpressurized configuration, b) Outflow valve is positioned to 25% open position, c) Recirculation fan(s) operate normally, d) Forward cargo heat duct is secured closed and e) Airport ambient air temperature does not exceed 103 degrees F (30 degrees C). 			
	e) (-600/-700/ -800/-900)	С	1	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Actuator is verified to be in smoke position, and b) Both packs operate normally. 			

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FEDERA	L A\	/IATION ADMINIST	RATI	ON	_	MASTER MINIMUM EQUIPMENT LIST		
AIRCRA	FT:				REV	VISION NO: 54 PAGE:		
B-737					DAT	TE: 10/12/2009 21-35		
SYSTEM & 1. SEQUENCE ITEM NUMBER		1.	2.	NUMBER INSTALLED				
					3.	NUMBER REQUIRED FOR DISPATCH		
<u>21 - AIR</u>	CON	<u>NDITIONING</u>				4. REMARKS OR EXCEPTIONS		
41.		or Area Heater stems						
***	1)	Main Deck Cargo Door Heating Blankets/ Systems (737C and –700C)	D	-	0			
	2)	Entry Door Area and Overwing Emergency Exit Hatch Area Heater Systems (-600/-700/-800/ -900)	D	-	0	(M) May be inoperative deactivated.		
	3)	Main Cargo Door Heater System (STC ST01566LA)	D	1	0	(M) May be inoperative in Quick Change cargo configuration.		
***	4)	Mid-Exit Door Area Heater System (-900ER)	D	1	0	(M) May be inoperative deactivated.		
42.	Lov Sy:	uipment Cooling w Flow Detector stems (-600/ 00/-800/-900)	В	2	1	(M)(O) One may be inoperative provided associated fans (supply or exhaust) are verified to operate normally.		
43.	Air	uipment Cooling Filter (-600/ 00/-800/-900)	С	1	0	(M) Equipment Cooling System may be operated with filter removed.		
44.	Va	n Bypass Check lves (-600/-700/ 00/-900)	С	2	0	May be inoperative open/missing provided airport ambient temperature remains below 80 degrees F (27 degrees C).		
			С	2	0	May be inoperative open/missing for an associated inoperative pack.		
			D	2	1	One may be inoperative open/missing provided pack associated with remaining fan bypass check valve operates normally.		

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B-737				DAT	
SYSTEM	8	1.	2.		
SEQUEN NUMBER			2.	NOMB	ER INSTALLED
NOWIDER	1			3.	NUMBER REQUIRED FOR DISPATCH
21 - AIR	<u>CONDITIONING</u>				4. REMARKS OR EXCEPTIONS
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45.	Air Distribution Riser Shutoff Valves (-700C)				
	Passenger Configuration	С	2	0	(M) May be inoperative provided valves are deactivated open.
	2) Passenger and Cargo Configurations	С	2	0	 (M)(O) May be inoperative in closed position provided: a) Flight is conducted in an unpressurized configuration, b) Recirculation fan operates normally, c) Both E/E equipment cooling exhaust fans operate normally, and d) Procedures are established and used to ensure main deck (as applicable) and lower cargo compartments remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULD's), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and
	a) Right Riser SOV	С	1	0	which materials can be used as ballast. (M)(O) Except for ER operations, may be inoperative closed provided operation is limited to left pack only.
	b) Left Riser SOV	С	1	0	(M)(O) Except for ER operations, may be inoperative closed provided operation is limited to one pack.
46.	Air Heater Supernumerary Compartment STC ST01566LA (-300RB) and ST01961SE	D	1	0	May be inoperative provided compartment is not occupied.
47. ***	Humidification System (-800EF STC ST02000NY)	С	3	0	May be inoperative provided: a) Manual shutoff valve is closed, and b) All Humidifier Switches are in OFF.
48.	Zonal Drying System (-800EF STC ST02000NY)	С	1	0	(M) May be inoperative provided:a) Manual shutoff valve is closed, andb) Dryer/Humidifier power is removed.

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AIRCRA B-737	FI:				REVISION NO: 54 DATE: 10/12/2009				
SYSTEM & 1.					I	21-37			
SEQUE	NCE ITEM		2.	NUMB	IUMBER INSTALLED				
NUMBE	R			3.	NUMBER REQUIRED FOR DISPATCH				
<u>21 - AIR</u>	CONDITIONING				4. REMARKS OR EXCEPTIONS				
49.	Return Air Grille (-600/-700/-800/ -900)	С	-	-	(M) One may be broken or missing provided: a) Broken or missing grille is located within designated area as defined by Boeing, b) Grille is removed and replaced with a be plate.	and			
50.	Flight Deck Foot and Shoulder Heater Systems	C	4	0	May be inoperative provided flight deck temper acceptable to flight crew.	ature is			

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SVSTEM 8 1				DATE: 08/01/2009		22-1				
SEQUEN NUMBER	ICE ITEM		2.	NUMB	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPAT	СН				
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIO	NS				
1.	Autopilot Systems	С	-	1						
		В	-	0	Except for ER operations, may be i provided:	·				
					 a) Approach minimums do not b) Enroute operations do not use, and 					
					c) Number of flight segments duration is acceptable to fli		ent			
					NOTE1: Operators should make e autopilot early in repair ir					
					by this relief statement, in such factors as weather, effect of other inoperative	n considera traffic dens	tion of			
					NOTE2: Any mode which function used. If CWS is inoperative modes (pitch or roll).					
	Control Wheel Autopilot Disconnect Switches	С	2	1	One may be inoperative provided: a) autopilot is not used below and, b) Approach minimums do no					
					autopilot.	·				
		В	2	0	May be inoperative provided autopi	lot is not us	ed.			
***	2) Autopilot Disengage Bar	С	1	0						
2.	Autopilot Disengaged Warning System									
	1) Lights	С	2	1	One may be inoperative when auto axis.	pilot is used	d in any			
		В	2	0	(O) Except for ER operations, may provided autopilots are not used.	be inoperat	ive			
***	2) Aural Warning	С	1	0	May be inoperative provided appro- not require its use.	ach minimu	ms do			
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FEDERA	L AVIATION ADMII	NISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			REV	REVISION NO: 53			
B-737				DAT	E: 08/01/2009	22-2		
SYSTEN SEQUEI NUMBE	NCE ITE	1. EM	2.	NUMB	ER INSTALLED			
	•			3.	NUMBER REQUIRED FOR DISPATCH			
22 - AUT	TO FLIGHT				4. REMARKS OR EXCEPTIONS			
3.	Yaw Damper							
	1) (-100/-200/-30 -400/-500)	0/						
	a) Without Rudder	С	1	0	(O) May be inoperative provided yaw damper s remains OFF.	switch		
Pressure Reducer System installed					NOTE: Refer to AFM Limitations for SP-77 au	topilot.		
	b) With Rudde Pressure Reducer System installed	r C	1	0	(M)(O) May be inoperative provided: a) Yaw damper switch remains OFF, and b) Rudder Pressure Reducer System is v to operate normally.			
mstalieu					NOTE: Refer to AFM Limitations for SP-77 au	utopilot.		
		С	1	0	(M)(O) May be inoperative provided yaw damp deactivated.	er is		
					NOTE: Refer to AFM Limitations for SP-77 au	ıtopilot.		
	2) (-600/-700/-800 -900))/ C	1	0	(O) May be inoperative provided yaw damper s remains off.	switch		
***	Yaw Damper Indicator	С	1	0				
4. ***	Autothrottle Syste	m C	1	0	May be inoperative provided approach minimu not require its use.	ms do		
5.	Mach Trim Systen	ns C	-	0	(M)(O) May be inoperative provided: a) AFM limitations are observed, and b) Mach trim actuator is verified to be in null/uncommanded elevator position.			
	1) (-300/-400/-500 600/-700/-800/ -900))/- C	2	1	 (M) One may be inoperative deactivated provides a) Remaining Mach trim system is verified operate normally, and b) Mach trim fail light operates normally. 			

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	L AVIATION ADMINIS	IRAII	ON		MASTER MINIMUM EQUIPMENT LIST			
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B-737 SYSTEM	1.9	1.		DAT	E: 08/01/2009 22-3	,		
SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	JMBER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS			
6.	SP-77/SP-177/SP- 300/Collins Flight and Approach Mode Annunciations	С	-	0	Individual mode annunciations may be inoperative provided associated system modes are not used.			
***	1) SP-177/SP-300 Annunciator Panels (-200/ -300/-400/-500)	С	2	1	One may be inoperative provided: a) Engaged system (AP, FD, AT, PDCS, or FMCS) is at pilot position with operative mode annunciator, and b) Approach minimums do not require their use.			
		С	2	0	May be inoperative provided associated systems are not used.			
					NOTE: PDCS or FMCS data on CDU may be valid when PDC or FMC annunciator is inoperative.			
	2) SP-77 Approach Progress Displays (-100/ -200)	С	2	1	One may be inoperative provided approach minimums do not require their use.			
	-200)	С	2	0	May be inoperative provided associated system modes are not used.			
7. ***	Dual Angle of Attack Sensors/Stall Warning system Sensors/Alpha Vanes (-100/-200/ -300/-400/-500)							
	1) SP-177	С	2	1	 (M) Right sensor/vane may be inoperative provided: a) Autopilot B is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed. 			
	2) SP-300	С	2	1	 (M) Left or right sensor/vane may be inoperative provided: a) Associated autopilot channel is restricted to CWS, and b) Systems affected by inoperative sensor/vane are deactivated or turned off, and their MEL provisions observed. 			

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT	LIST		
AIRCRA	FT:			REV	REVISION NO: 53 PA			
B-737				DAT	E: 08/01/2009	22-4		
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED			
NUMBER	.			3.	NUMBER REQUIRED FOR DISPATCH			
22 - AUT	O FLIGHT				4. REMARKS OR EXCEPTIONS			
8. ***	Autothrottle Disengage Lights	С	2	1	One may be inoperative when autothrottle is used provided approach minimums do not require their			
		С	2	0	May be inoperative provided autothrottle is not use	ed.		
9.	Speed Trim Fail Light System (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	(M) May be inoperative provided speed trim system verified to operate normally.	m is		
10.	Speed Trim System (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	 (M) One may be inoperative deactivated provided: a) Remaining speed trim system is verified to operate normally, and b) Speed trim fail light operates normally. 			
11.	STAB OUT OF TRIM Light	В	1	0	(O) Except for ER operations, may be inoperative provided autopilots are not used.			
12. ***	Autopilot Trim Circuit Breaker Monitor (-100/-200)	С	1	0	(M) Trim circuit to monitor stabilizer trim CB may be inoperative provided remaining functions of STAB OUT OF TRIM light operate normally.			
13. ***	Automatic Thrust Restoration (ATR) System (-300)	С	1	0	May be inoperative unless procedures require its	use.		
14.	Mode Control Panel Selectors (-200/ -300/-400/-500/ -600/-700/-800/ -900)							
***	1) V/S Selector (DOWN, UP)	С	1	0	May be inoperative provided procedures do not re its use.	quire		
***	2) Bank Angle Selector (AUTO, 10, 15, 20, 25, 30)	С	1	0				

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AIRCRA	FI:					/ISION NO : 53 PAGE:				
B-737 SYSTEM	1 0		1.		DAT	DATE: 08/01/2009 22-5				
SEQUEN NUMBE	NCE	ITEM	١.	2.	NUMB	NUMBER INSTALLED				
					3.	NUMBER REQUIRED FOR DISPATCH				
22 - AUT	O F	LIGHT				4. REMARKS OR EXCEPTIONS				
15.	Sv (-2 -5(ode Control Panel vitches/Paddles 200/-300/-400/ 00/-600/-700/-800/ 00)								
	1)	A/P CWS Engage Switches	С	2	0					
	2)	A/P CMD Engage Switches	С	2	1					
		Engage Cilitation	В	2	0	(O) Except for ER operations may be inoperative provided autopilots are not use.				
***	3)	Autothrottle Arm Switch	С	1	0	May be inoperative provided approach minimums do not require autothrottle use.				
***	4)	A/T SPEED Switch	С	1	0	May be inoperative provided approach minimums do not require autothrottle use.				
***	5)	F/D Switches	С	2	0	May be inoperative provided approach minimums do not require flight director use.				
***	6)	IAS/MACH Change Over Switch	С	1	0					
***	7)	APP Switch	С	1	0	May be inoperative provided approach minimums do not require autopilot or flight director use.				
***	8)	EPR/N1, LNAV, VNAV, LVL CHG,V/S, HDG SEL, ALT HOLD, and VOR/LOC Switches	С	-	0	May be inoperative provided Enroute operations do not require their use.				
***	9)	SPD INTV, PDC and ALT INTV Switches	С	-	0					

U.S. DEPARTMENT OF 1	RANSPOR	TATIO	1				
FEDERAL AVIATION ADI	MINISTRATI	ON		MASTER MINIMUM EQUIPME	NT LIST		
AIRCRAFT:			REV	ISION NO: 53	PAGE:		
B-737			DAT	DATE: 08/01/2009 22-6			
SEQUENCE ITEM		2.	NUMB	NUMBER INSTALLED			
NUMBER			3.	NUMBER REQUIRED FOR DISPATCH			
22 - AUTO FLIGHT				4. REMARKS OR EXCEPTIONS			
16. Mode Control P Windows	anel						
*** 1) Vertical Spec (VERT SPEI (-200/-300/-4 -500/-600/-7 -800/-900)	ED) 400/	1	0	May be inoperative provided procedures do no its use.	t require		
2) (EFIS/PFD/N (-300/-400/ - -600/-700/-8 -900) (Includ STC ST03355AT)	500/ 00/ les						
a) Airspeed (IAS/MAC	C CH)	1	0	May be inoperative and associated selector us provided selected airspeed indications operate normally.			
b) Heading (HEADIN	C G)	1	0	May be inoperative and associated selector us provided selected heading indications operate normally.	ed		
c) Vertical Speed (V SPEED)	C ERT	1	0	May be inoperative provided procedures do no its use.	t require		
d) Vertical Speed (V SPEED) (-600/-70/ -800/-900	0/	1	0	May be inoperative and associated selector us provided selected vertical speed indications op normally.			
e) Altitude (ALTITUE (-600/-70 -800/-900	0/	1	0	May be inoperative and associated selector us provided selected altitude indications operate normally.	ed		
f) Course (COURSI	C ≣)	2	0	May be inoperative and associated selector us provided selected course indications operate n (Continued)			

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	PARTMENT OF TRAN			N	MA OTED MINIMUM EQUIDMEN	IT	
	AL AVIATION ADMINIS	SIRAII	ON		MASTER MINIMUM EQUIPMEN		
AIRCRA	AFT:				/ISION NO : 53	PAGE:	
B-737 SYSTEM	A 0	1.		DAI	DATE: 08/01/2009 22-7		
SEQUE NUMBE	NCE ITEM		2.	NUME	BER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
22 - AU	ΓΟ FLIGHT				4. REMARKS OR EXCEPTIONS		
16.	Mode Control Panel Windows (Cont'd)						
	2) (EFIS/PFD/ND) (-300/-400/ -500/ -600/-700/-800/ -900) (Includes STC ST03355AT) (Cont'd)						
	g) Window Lighting	В	1	0	 May be inoperative provided: a) Selected airspeed indications operate normally, b) Selected heading indications operate normally, c) Selected vertical speed indications operate normally, d) Selected altitude indications operate normally, and e) Selected course indications operate normally. 		
17.	Takeoff/Go-Around (TO/GA) Switches	С	2	1	One may be inoperative provided approach mindo not require its use.	nimums	
		C	2	0	 May be inoperative provided: a) Both thrust levers are operated manual takeoff, and b) Autopilot and Flight Director are not use below Minimum Descent Altitude or 50 whichever is higher. NOTE: Flight director go-around and windshed guidance are not available with both Teswitches inoperative. 	sed 00 feet, ar	

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FEDERA	L A\	/IATION ADMI	NISTRATI	ON		MASTER MINIMUM EQUIPMEN	T LIST
AIRCRA	FT:				REV	ISION NO: 53	PAGE:
B-737					DAT	DATE: 08/01/2009	
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	NUMBER INSTALLED			
110111521	`				3.	NUMBER REQUIRED FOR DISPATCH	
22 - AUT	ΟF	LIGHT				4. REMARKS OR EXCEPTIONS	
18. ***		de Control Par itch Lights	nel				
	1)	Autopilot Engage Switc Lights	ch				
		a) CWS	С	2	0		
		b) CMD	С	2	1		
			В	2	0	(O) Except for ER operations may be inoperative provided autopilots are not used.	е
	2)	Mode Selecto Switch Lights		-	0		
	3)	A/T ARM Swi Light	tch C	1	0		
19.	Ani Mo (-30	rust Mode nunciator/Thrus de Display 00/-400/-500/ 0/-700/-800/-9		1	0	May be inoperative provided thrust mode limits a observed.	are
20.		tomatic Landin stem	g				
***	1)	Fail Passive	С	1	0	May be inoperative provided approach minimum not require its use.	ns do
***	2)	Fail Operation (LAND 3) (-600/-700/ -800/-900)	nal C	1	0	May be inoperative provided approach minimum not require its use.	ns do
***	3)	AUTOLAND Light	С	2	0	(O) May be inoperative provided alternate proceare established and used.	edures
			D	2	0	May be inoperative provided procedures do not its use.	require

U.S. DEPARTMENT OF TRANSPORTATION									
	PARTMENT OF TRANS LL AVIATION ADMINIS			N	MARCEED MAINUMALUM FOLUDMENT LIST				
		IKAII	UN	DEV	MASTER MINIMUM EQUIPMENT LIST //SION NO: 53 PAG	·			
AIRCRA B-737	.F1:			DAT					
SYSTEM	1 &	1.	_		<u>_</u>	_			
SEQUE	NCE ITEM		2.	NUMB	BER INSTALLED				
NUMBER				3.	NUMBER REQUIRED FOR DISPATCH				
23 - CON	MMUNICATIONS				4. REMARKS OR EXCEPTIONS				
1. Flight Deck Speaker C *** System		С	1	0	May be inoperative provided: a) Procedures do not require its use, and b) Headset earphones or headphones associated with inoperative speaker(s) are installed and operate normally.				
2.	Passenger Address System (Includes STC ST10238SC)								
	Passenger Configuration	В	1	0	 (O) May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. 				
					NOTE: Any station function(s) that operate normally may be used.				
		С	1	0	 (O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures and/or operating restrictions are established and used. 	,			
					NOTE: Any station function(s) that operate normally may be used.				
	a) Lavatory Speakers	С	-	0	(O) May be inoperative provided Alternate procedures are established and used.				
	b) Cabin Speakers	С	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.				
					(Continued)				

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U.S. DEF	PARTM	ENT OF TRANS	PORT	OITA	1		
FEDERA	L AVIA	TION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST	
AIRCRA	FT:				REV	ISION NO: 53 P	AGE:
B-737					DAT	E: 08/01/2009	23-2
SYSTEM & 1. SEQUENCE ITEM NUMBER		1.	2.	NUMB	ER INSTALLED		
					3.	NUMBER REQUIRED FOR DISPATCH	
23 - CON	MUNIC	CATIONS				4. REMARKS OR EXCEPTIONS	
2.	Syster	enger Address m (Includes ST10238SC) d)					
	2) Cargo Configuration (Courier/ Supernumerary Address System)		С	1	0	(O) May be inoperative provided alternate, normal emergency procedures and/or operating restriction are established and used,	
			D	1	0	May be inoperative provided procedures do not require its use.	
	a)	Lavatory Speakers	С	1	0	(O) May be inoperative provided alternate procedu are established and used.	ires
			D	1	0	May be inoperative provided procedures do not red its use.	quire
3.		nunication ms (VHF and	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by Standby I and is not required for emergency procedures.	
	,	HF Comm ontrol Panels	С	-	-	One side of VHF Comm Control panel tuning funct may be inoperative provided: a) Associated transceiver can be tuned from opposite side of control panel, and b) Associated transceiver operates normally.	ion
***	a)	Active Frequency Light	С	-	0		
	b)	Frequency Transfer Switch	С	-	0	May be inoperative provided associated VHF activ frequency can be selected.	e
			D	-	-	May be inoperative provided associated VHF radio considered inoperative.	is
	c)	Frequency Selector Knob	С	-	2		
	d)	Frequency Indication	С	-	2	(Continued)	

U.S. DEPARTMEN	IT OF TRANSPO	RTATIC)N			
FEDERAL AVIATION	ON ADMINISTRA	TION		MASTER MINIMUM EQUIPMENT	LIST	
AIRCRAFT:			RE\	VISION NO: 53	PAGE:	
B-737			DAT	DATE: 08/01/2009 23-3		
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUME	BER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATCH		
23 - COMMUNICA	TIONS			4. REMARKS OR EXCEPTIONS		
3. Commur Systems UHF) (Co	(VHF and					
*** 2) Radi Pane	io Tuning (els	3	2	One may be inoperative provided left radio turpanel operates normally.	ning	
/	off-Side (uning Light	-	0			
4. Crewmer Interphore	mber ne System					
Cont a) I t	senger figuration Flight Deck E to Cabin, Cabin to Flight Deck Functions	3 -	-	 (O) May be inoperative provided: a) Flight deck to cabin and cabin to fligh interphone functions operate normally least fifty percent of cabin handsets, ab) Alternate communications procedure between affected flight attendant stat are established and used. 	y on at and s	
				NOTE: Any station function(s) that operate n may be used.	ormally	
, (Cabin to E Cabin Function	3 2	0	(O) May be inoperative provided alternate communications procedures between affected attendant station(s) are established and used. NOTE: Any station function(s) that operate n		
	E	3 -	-	may be used. (O) May be inoperative provided: a) Cabin to cabin interphone functions o normally on at least fifty percent of cathandsets, and b) Alternate communications procedures between affected flight attendant staticestablished and used. NOTE: Any station function(s) that operate name be used. (Continued)	bin s on(s) are	

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U.S. DEPARTMENT OF TRANS FEDERAL AVIATION ADMINIST			N		LIIDMENEL	ICT	
	KAII	ON	DEV	MASTER MINIMUM EQ	53	PAGE:	
AIRCRAFT:							
B-737 SYSTEM &	1.		DAT	DATE: 08/01/2009 23-4			
SEQUENCE ITEM NUMBER		2.	NUMB	ER INSTALLED			
			3.	NUMBER REQUIRED FOR DISPAT	СН		
23 - COMMUNICATIONS				4. REMARKS OR EXCEPTION	NS		
4. Crewmember Interphone System							
Passenger Configuration (Cont'd)							
c) Flight Deck to Ground Function (Includes CALL functions)							
(1) Large Turbojet Airplanes Operating Under 14 CFR 121	С	1	0	 (O) Flight interphone flight deck to flight deck function may be inopera a) Alternate procedures are e used, and b) Nose gear/forward fuselaginterphone jack operates n 	tive provide stablished a e service	d:	
	С	1	0	 (O) Service interphone flight deck t flight deck function may be inopera a) Alternate procedures are e used, and b) Nose gear/forward fuselagiack operates normally. 	tive provide stablished a	d: ınd	
	В	-	0	(O) May be inoperative provided all are established and used.	ternate proc	edures	
(2) All Other Aircraft/ Operations	С	-	0	(O) May be inoperative provided all are established and used.	ternate proc	edures	
Operations	D	-	0	May be inoperative provided proceits use.	dures do no	t require	
				(Continued)			

FEDERAL	AVIATION ADMINIST	RATI	ON	MASTER MINIMUM EQUIPMENT LIST						
AIRCRAF	Т:			RE	VISION NO :	53	PAGE:			
B-737				DA	DATE: 08/01/2009					
SYSTEM & SEQUENC NUMBER		1.	2.	NUME	NUMBER INSTALLED					
NOMBER				3.	NUMBER REQUIRED FOR DISPA	АТСН				
23 - COMN	MUNICATIONS				4. REMARKS OR EXCEPT	IONS				
1	Crewmember Interphone System (Cont'd)									
2	Cargo Configuration									
	 a) Flight Deck to Cabin, Cabin to Flight Deck Functions 	С	-	0	(O) May be inoperative provided a emergency procedures and/or op are established and used.					
	Tanonono	D	-	0	May be inoperative provided prodits use.	edures do n	ot require			
	b) Cabin to Cabin Function	D	-	0						
	c) Flight Deck to Ground Function (Includes CALL functions)									
	(1) Large Turbojet Airplanes Operating Under 14 CFR 121	С	1	0	 (O) Flight interphone flight deck to flight deck function may be inope a) Alternate procedures are used, and b) Nose gear/forward fusela interphone jack operates 	rative provid established age service	ed:			
		С	1	0	(O) Service interphone flight deck flight deck function may be inope a) Alternate procedures are used, and b) Nose gear/forward fusela jack operates normally.	rative provid established	ed: and			
		В	-	0	(O) May be inoperative provided are established and used.(Continued)	alternate pro	ocedures			

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FEDERA	L AVIATION ADMINISTI	RATI	ON		MASTER MINIMUM EC	QUIPMENT L	IST			
AIRCRA	FT:			REV	ISION NO :	53	PAGE:			
B-737				DAT	DATE: 08/01/2009		23-6			
SYSTEM & 1. SEQUENCE ITEM NUMBER			2.	NUMB	NUMBER INSTALLED					
NUMBER				3.	B. NUMBER REQUIRED FOR DISPATCH					
23 - CON	MUNICATIONS				4. REMARKS OR EXCEPTION	ONS				
4.	Crewmember Interphone System (Cont'd)									
	2) Cargo Configuration									
	c) Flight Deck to Ground Function (Includes CALL functions) (Cont'd)									
	(2) All Other Aircraft/	С	-	0	(O) May be inoperative provided a are established and used.	ılternate proc	edures			
	Operations	D	-	0	May be inoperative provided proceits use.	edures do no	t require			
5.	Cabin Attendant(s) Inter-Cabin Phone System				Deleted prior to Revision 27, relief Item 23-4.	incorporated	d into			
6. ***	Selective Call System (SELCAL)	С	1	0	(O) May be inoperative provided a are established and used.	ılternate proc	edures			
		D	1	0	May be inoperative provided proceits use.	edures do no	t require			
	1) Channels	С	-	0	(O) May be inoperative provided a are established and used.	ılternate proc	edures			
		D	-	0	May be inoperative provided proceits use.	edures do no	t require			
7.	Flight Interphone System									
	Flight Deck Intercom				Deleted by Revision 33. Relief inc 25-11.	orporated into	o Item			
	2) Flight Deck to Ground				Deleted by Revision 45, relief inco 23-4.	orporated into	Item			

	EPARTMENT OF TRANS			N	MASTED MINIMI IM EQUIDMENT LIST				
AIRCE	RAL AVIATION ADMINIS	IKAII	OIN	DE	MASTER MINIMUM EQUIPMENT LIST VISION NO: 53 PAGE:				
B-737	KAFI.								
SYSTE	EM &	1.			I I				
SEQU NUMB	ENCE ITEM		2.		BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
23 - C	OMMUNICATIONS				4. REMARKS OR EXCEPTIONS				
8.	Forward Observer's Audio Selector Panel				Deleted revision 33, relief incorporated into Item 25-11.				
9. ***	ACARS System	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
		D	1	0	May be inoperative provided procedures do not require its use.				
	4) AQADQ D : 4	_			NOTE: Any portion of system that operates normally may be used.				
	 ACARS Printer FMC Interface Function 	D C	-	0	(O) May be inoperative provided alternate procedures are established and used.				
	T dilodon	D	1	0	May be inoperative provided procedures do not require its use.				
					NOTE: Any portion of system that operates normally may be used.				
10.	Cockpit Voice Recorder System (CVR)	Α	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and				
					b) Repairs are made within three flight days.				

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	L AVIATION ADMINIS			MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	ISION NO :	53	PAGE:	
B-737				DATE: 08/01/2009			23-8	
SYSTEM SEQUEN NUMBE	NCE ITEM	1.	2.	NUMB	NUMBER INSTALLED			
TTO ME				3.	NUMBER REQUIRED FOR DISPATCH	l		
23 - CON				4. REMARKS OR EXCEPTIONS				
11. High Frequency (HF) Communication System (Includes STC's ST02959AT	(HF) Communication System (Includes STC's ST02959AT	D	-	-	Any in excess of those required by 14 inoperative.	CFR ma	y be	
	and ST01837LA)	С	-	1	(O) May be inoperative while conductir that require two LRCS provided: a) SATCOM Voice or Data Link of normally, b) Alternate procedures are establic used, c) SATCOM coverage is available route of flight, and d) If Inmarsat Codes are not avail using SATCOM voice, prior compropriate ATS facility is required. NOTE: SATCOM is to be used only as normal HF communications unauthorized by appropriate ATS	operates olished a e over in lable wh ordination ired. a backulless other	ind itended ile on with	
12. ***	Emergency Locator Transmitter (ELT)					,		
	Survival Type ELTs	D	-	-	Any in excess of those required by 14 inoperative or missing.	CFR ma	y be	
	2) Fixed ELTs							
	a) Required by 14 CFR	Α	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 da	ays		
		Α	-	0	May be missing provided repairs are mays	nade with	nin 90	
	b) Not Required by 14 CFR	D	-	-	(M) Any in excess of those required by be inoperative provided system is dead		may	
		D	-	-	Any in excess of those required by 14 missing.	CFR ma	y be	

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FEDER	AL AVIATION ADMIN	IISTRATI	ON		MASTER MINIMUM EQUIPMENT L	.IST
AIRCR	AFT:			RE\	/ISION NO: 53	PAGE:
B-737				DAT	TE: 08/01/2009	23-9
SYSTE SEQUE NUMBI	ITE	1. M	2.	NUME	BER INSTALLED	
NOMBI	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH	
23 - CC	OMMUNICATIONS				4. REMARKS OR EXCEPTIONS	
Selector/Control Panels panel may be inoperative provided: a) Optional AUDIO transfer switch i and operates normally, b) Primary observer's audio control located on aft electronics panel a normally, and		 a) Optional AUDIO transfer switch is instant and operates normally, b) Primary observer's audio control panelocated on aft electronics panel and opnormally, and 	alled I is perates			
***	AUDIO Transfe Switch	r C	1	0		
14.	Headsets/ Headphones 1) Headset Boom	D	-	-	Any in excess of those required by 14 CFR ma inoperative or missing.	y be
	Microphones a) Cockpit Voice Recorder Equipped to Record Bood Microphone		-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Associated hand microphone is installe operates normally, and c) Repairs are made within three flight date	
***	b) Cockpit Voic Recorder No Equipped to Record Book Microphone	ot	-	0	Any in excess of those required by 14 CFR ma inoperative.	y be
	2) Headset Earphones/ Headphones	С	-	1	Either Captain's of First Officer's headset earp headphones may be inoperative provided assoflight deck speaker operates normally.	
15. ***	Pre-recorded Passenger Announcement System	C	1	0	(O) May be inoperative provided alternate produce are established and used. May be inoperative provided procedures do no	
					its use.	

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FEDERA	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT L	IST		
AIRCRA	FT:			REV	ISION NO: 53	PAGE:		
B-737				DAT	E: 08/01/2009	23-10		
SYSTEM	ICE ITEM	1.	2.	NUMB	ER INSTALLED			
NUMBER	₹			3.	3. NUMBER REQUIRED FOR DISPATCH			
23 - CON				4. REMARKS OR EXCEPTIONS				
16.	Push-To-Talk (PTT) Switches	-						
Control Wheel C PTT Switches		С	2	1	 (M) One may be inoperative provided: a) Associated audio selector panel PTT switch operates normally, and b) Affected switch is either verified failed open or is deactivated. 			
	2) Flight Crew Audio Selector Panel PTT Switches	С	2	1	 (M) One may be inoperative provided: a) Associated Control Wheel PTT switch operates normally, and b) Affected switch is verified failed open. 			
***	3) Glareshield Panel PTT Switch(es)	С	-	0	(M) May be inoperative provided affected switc either verified failed open or is deactivated.	h is		
		D	-	0	 (M) May be inoperative provided: a) Affected switch is either verified failed is deactivated, and b) Procedures do not require its use. 	open or		
***	4) Pendant Switch(es)	С	-	0	(M) May be inoperative provided affected switc either verified failed open or is deactivated.	h is		
		D	-	0	 (M) May be inoperative provided: a) Affected switch is either verified failed is deactivated, and b) Procedures are not based on its use. 	open or		
17.	Flight Deck Hand Microphones	С	-	0	May be inoperative or missing provided association boom microphone operates normally.	ated		
		D	-	0	Any in excess of those required for each person flight deck duty may be inoperative or missing.	n on		
18. ***	Satellite Communication	С	1	0	(O) May be inoperative provided alternate proc are established and used.	edures		
	System (SATCOM)	D	1	0	May be inoperative provided procedures do not its use.	t require		

U.S. DEPARTMENT				N				ICT		
FEDERAL AVIATION	N ADMINISTRA	ATIO	'IN	DE	VISION NO	MASTER MINIMUM EC	53	PAGE:		
B-737				DA		08/01/2009	55	23-11		
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.		NUMBER INSTALLED					
				3.	NUMBER	REQUIRED FOR DISPA	тсн			
23 - COMMUNICAT	IONS				4. R	EMARKS OR EXCEPTION	ONS			
19. Alerting Sy (Audio/Vis										
1) Passer Configu										
a) Fligh Call \ Alerti Syste	√isual ng	В	1	0	system of	noperative provided flight perates normally. Flight deck audio alerting per operative.		_		
b) Fligh Atter Visua Syste	idant al Alerting	В	1	0	(O) May k a) P b) If la is c) A a NOTE 1:	pe inoperative provided: PA system operates norm affected visual alerting s avatory smoke detector a avatory smoke detector a s installed and operates r alternate procedures for c attendants are established Passenger to Attendant considered Non-Essent Furnishing (NEF) item. Any visual alerting system	ystem is use lerting, an al lert (visual o lormally, and ontacting flight and used. Call System ial Equipment	ternate r audio) I ght n is nt and		
c) Fligh Atter Audi Syste	dant o Alerting	В	1	0	a) P b) If la la is c) A a NOTE 1:	operates normally may be inoperative provided: PA system operates norm if affected audio alerting s avatory smoke detector a avatory smoke detector a is installed and operates r alternate procedures for c attendants are established Passenger to Attendant considered Non-Essent Furnishing (NEF) item. Any audio alerting syste operates normally may ed)	ally, ystem is use lerting, an al lert (visual o normally, and ontacting flight and used. Call System ial Equipmer	ternate r audio I ght n is nt and		

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FEDERAL AVIATION ADMIN	NISTRATI	ON	DE.	MASTER MINIMUM					
AIRCRAFT:				ISION NO:	53	PAGE:			
B-737 SYSTEM &	1.		DAT	E: 08/01/200	9	23-12			
SEQUENCE ITE NUMBER		2.	NUMB	ER INSTALLED					
			3.	NUMBER REQUIRED FOR DIS	JMBER REQUIRED FOR DISPATCH				
23 - COMMUNICATIONS				4. REMARKS OR EXCE	PTIONS				
19. Alerting System (Audio/Visual) (Cont'd)									
Cargo Configuration									
a) Flight Deck CaVisual AlertingSystem		1	0	May be inoperative provided fli system operates normally.	ight deck audio a	alerting			
b) Flight Deck Ca System	all D	1	0	May be inoperative provided Courier/Supernumerary compartment remains unoccupied.					
c) Courier/ Supernumerar Visual Alerting System		1	0	(O) May be inoperative provided: a) Courier/Supernumerary address system operates normally, and b) Alternate procedures are established and used.					
	D	1	0	May be inoperative provided C compartment remains unoccup NOTE: Any visual alerting syst	pied.	-			
				operates normally may		iat			
d) Courier/ Supernumerar Audio Alerting	у	1	0	((O) May be inoperative provid a) Courier/Supernumerar operates normally, and	ry address syste d				
System	D	1	0	 b) Alternate procedures a used. May be inoperative provided C compartment remains unoccup 	ourier/Supernur				
				NOTE: Any audio alerting systoperates normally may	em function(s) th	nat			

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U.S. DEPARTMENT OF TR			V	MACTED MINIMUM EQUIDMENT		
FEDERAL AVIATION ADM	INISTRATI	ION		MASTER MINIMUM EQUIPMENT		
AIRCRAFT:				/ISION NO : 53	PAGE:	
B-737 SYSTEM &	1.	i	DAT	E: 08/01/2009	23-13	
	EM '.	2.	NUMB	ER INSTALLED		
		-	3.	NUMBER REQUIRED FOR DISPATCH		
23 - COMMUNICATIONS				4. REMARKS OR EXCEPTIONS		
20. Handset System	ıs		İ			
Passenger Configuration						
a) Flight Deck C		1	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.		
	1	0	May be inoperative provided procedures do not require its use.			
b) Cabin	b) Cabin B -		-	 (O) May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communication procedures between affected flight attendant station(s) are established and used. 		
				NOTE 1: An operative handset at an inoperati attendant seat shall not be counted t fifty percent requirement.		
				NOTE 2: Any handsets functions that operate may be used.	normally	
Cargo Configuration						
a) Flight Deck	С	1	0	(O) May be inoperative provided flight deck to supernumerary communication operates norm		
	D	1	0	May be inoperative provided procedures do no its use.	ot require	
b) Courier/ Supernumera	D	-	1			
	D	-	0	May be inoperative provided Courier/Supernul compartment remains unoccupied.	merary	

AIRCE	RAFT:			RE	VISION NO: 53 PAGE:
3-737					TE: 08/01/2009 23-14
SYSTI SEQU NUME	ENCE ITEM	1.	2.	NUM	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
23 - C	OMMUNICATIONS				4. REMARKS OR EXCEPTIONS
21.			1 0		 (O) May be inoperative and components may be missing provided: a. Alternate procedures are established and used, and b. Repairs are made within three flight days. NOTE: Any portion of the system which operates normally may be used.
		С	1	0	 (O) May be inoperative and components may be missing provided: a. The flight deck door viewing port is installed and operates normally, and b. Alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.
		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.
	All Cargo Configuration	С	1	0	May be inoperative provided courier/supernumerary compartment remains empty.
		D	1	0	May be inoperative and components may be missing provided procedures do not require its use.
22.	Electronic Voice Checklist	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
23.	Multipurpose Interactive Display Unit (MIDU)	С	1	0	(O) May be inoperative provided alternate procedures are established and used for affected subsystems.
24. **	Landscape Camera System (-800EF STC ST02000NY)	D	1	0	
	1) Dome Camera	D	1	0	(M) May be inoperative or missing.

U.S. DEPARTMENT	OF TRANSP	ORT	ΙΟΙΤΑΤ	N						
FEDERAL AVIATION	N ADMINISTR	RATI	ON		MA	STER MINIMUM EQL	JIPMENT L	.IST		
AIRCRAFT:				REV	ISION NO :		53	PAGE:		
B-737				DAT	E:	08/01/2009		23-15		
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	ER INSTALLE)				
				3. NUMBER REQUIRED FOR DISPATCH						
23 - COMMUNICATI	ONS				4. REMA	RKS OR EXCEPTION	NS			
25. Automated Flight C *** Information Reporting System (AFIRS) (STC			1	0	are establishe NOTE: Any po	operative provided alto d and used. ortion of system that o				
ST10345SC Only)		D	1	0		rative provided proced	lures do no	t require		
				its use. NOTE: Any pomay be used.	ortion of system that o	perates no	rmally			
26. Avionica *** secureLIN Airborne W Router (STC0315	D	1	0	its use.	rative provided proced		·			

	RTMENT OF TRA			N			
	AVIATION ADMIN	IISTRATI	ION	1	MASTER MINIMUM EQUIPMEI		
AIRCRAFT	Г:				VISION NO: 53	PAGE:	
B-737			1	DAT	ΓΕ: 08/01/2009	24-1	
SYSTEM 8 SEQUENC NUMBER		1. M	2.	NUME	BER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
24 - ELEC	TRICAL POWER				4. REMARKS OR EXCEPTIONS		
	Engine Driven Generator Systems	5					
1) (-100/-200/-300/ B -400/-500)			2	1	 (M)(O) Except for ER operations, may be inoperated: a) APU generator operates normally and throughout flight, and b) An APU fuel heater is installed. 		
	В	2	1	 (M)(O) Except for ER operations, may be inoperative provided: a) APU generator operates normally and is used throughout flight, and b) Fuel temperature is maintained at or above 32 degrees F (0 degrees C). 			
2	2) (-600/-700/-800 -900)	/ В	2	1	(M)(O) Except for ER operations, may be inoperated APU generator operates normally and used throughout flight.		
3	R) (-700/-800 with APU serial numbers P-753 and lower, or P- 7638 and Higher; or upon incorporation of Honeywell Service Bulletin 131-49-7949, o Production Equivalent)				DELETED REVISION 53		
4	(-700/-800 with APU serial numbers P-753 through P-7637 prior to incorporation of Honeywell Service Bulletin 131-49-7949)				DELETED REVISION 53		
	APU Generator System	С	1	0	Except for ER operations, may be inoperative.		

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FEDERA	L AVIATION ADM	NISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST		
AIRCRA	FT:			REV	ISION NO: 53 PAGE	Ξ:	
B-737				DAT	E: 08/01/2009 24-2	<u>?</u>	
SYSTEM SEQUEN NUMBER	ICE IT	1. EM	2.	NUMB	ER INSTALLED		
NUMBER	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH		
24 - ELE	CTRICAL POWER				4. REMARKS OR EXCEPTIONS		
3.	Engine Driven Generator LOW (PRESSURE/DRIV Lights						
	1) (-100/-200/ C -300/-400/-500)		2	0	LOW OIL PRESSURE/DRIVE lights and associated generator low oil pressure switches may be inoperative provided associated HIGH OIL TEMP light and oil temperature indicator operate normally.		
	2) (-600/-700/ -800/-900)	С	2	0	DRIVE lights and associated generator low oil pressure switches may be inoperative.		
4.	Engine Driven Generator Oil Temperature Indicator Systems (-100/-200/-300/ -400/-500)	C	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and HIGH OIL TEMP light operate normally.		
5.	Engine Driven Generator HIGH OIL TEMP lights (-100/-200/-300/ -400/-500)	С	2	0	May be inoperative provided associated LOW OIL PRESSURE/DRIVE light and oil temperature indicator operate normally.		
6.	Transformer Rectifiers						
	1) No. 2 TR (-100 -200)	O/ B	1	0	Except for ER operations, may be inoperative provided: a) All DC busses and all generators (including APU generator) operate normally, and b) APU generator can be electrically connected to either bus.		
7.	Frequency Meter	С	1	0			
8.	AC Volts Indication	on B	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.		
	1) Residual Voltage Funct (-100/-200/-30 -400/-500)		1	0			
9.	AC Ammeters	С	-	0	May be inoperative provided associated generator off bus lights operate normally.		

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	L AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST	
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B-737	rı.			DAT		
SYSTEM	1 &	1.				
SEQUEN NUMBER	NCE ITEM		2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
24 - ELE				4. REMARKS OR EXCEPTIONS		
10.	Generator System Annunciator Panel (-100/ -200/-300/ -400/-500)	С	1	0		
11.	External Power System	С	1	0	NOTE: Any portion of system which operates normally may be used.	
***	1) DC Receptacle	D	1	0		
12.	GEN OFF BUS Lights	С	2	1	One may be inoperative provided associated generator AC ammeter operates normally.	
13. ***	Galley Load Shed Sensor Module (-300/-400/-500)	С	1	0	May be inoperative provided GALLEY Power Switch remains OFF when APU is being used to power both generator busses on ground.	
14. ***	BAT DISCHARGE Light	С	1	0		
15. ***	TR UNIT Light	С	1	0		
16. ***	ELEC Light					
	1) (-300/-400/-500)	С	1	0	(O) May be inoperative provided: a) Standby Power Test is accomplished, and b) Battery Charger is verified to operate normally.	
	2) (-600/-700/-800/ -900)	С	1	0	(O) May be inoperative provided: a) Standby Power Test is accomplished once each flight day, and b) Battery Charger is verified to operate normally.	
17.	DC Ammeter Indication	В	1	0	(O) May be inoperative provided: a) BAT position operates normally, b) Standby Power Test is accomplished, and c) Procedures do not require its use.	
18.	DC Volts Indication	В	1	0	(O) May be inoperative except in STBY PWR position provided Standby Power Test is accomplished.	

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FEDERA	AL AVIATION ADN	MINISTRATI	ON			MASTER MINIMUM	EQUIPMEN	IT LIST
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B-737				DAT	E:	08/01/2009		24-4
SYSTEM SEQUEINUMBE	NCE I	1. TEM	2.	NUMB	ER INSTALLE	ED		
NONDE	N.			3.	NUMBER REG	QUIRED FOR DISPAT	СН	
24 - ELE	ECTRICAL POWE	R			4. REM	ARKS OR EXCEPTIO	NS	
19.	APU GEN OFF BUS Light	С	1	a) A		inoperative provided: APU frequency meter operates normally, and APU ammeter operates normally.		
		1	0	(M) May be it established a	noperative provided prend used to deactivate	ocedures ar cabin powe	e r.	

FEDERAL AVIATION ADMINIS	IKAII	ON		MASTER MINIMUM EQUIPMENT LIST						
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B-737 SYSTEM &	1.	1	DA	DATE: 10/12/2009 25-1						
SEQUENCE ITEM NUMBER		2.		BER INSTALLED						
			3.	NUMBER REQUIRED FOR DISPAT	ГСН					
25 - EQUIPMENT AND FURNISHINGS				4. REMARKS OR EXCEPTION	ONS					
1. Megaphones (Includes STC's SA2969SO, and ST10238SC)	D	-	-	Any in excess of those required by inoperative or missing provided: a) Inoperative megaphone is passenger cabin, and b) Required distribution is ma	removed fr	rom				
2. Crewmember Shoulder Harness (Flight Deck)				Deleted Revision 33, relief incorpo 11.	rated into I	tem 25-				
3. Flight Attendant Seat Assembly (Single or Dual Position)										
1) Required Flight Attendant Seats	В	-		 (M)(O) One seat position or assemmay be inoperative provided: a) Affected seat or seat asser occupied, b) Flight attendant(s) displace seat(s) occupies either an attendant seat or passenge most accessible to inoperate to most effectively performed. c) Alternate procedures are expected as published in crewing displaced as published in crewing displaced in retracted positions. e) Passenger seat assigned the placed "FOR FLIGHT A ONLY". NOTE 1: An automatic folding seat automatically is considered with an inconstraint system is considered. (Continued) 	mbly is not ed by inope adjacent flier seat white seat(s assign dutestablished members not matically on, and of flight attention of light attentio	erative ght ch is), so as ties, and nanuals, or is endant is IT USE t stow ve.				

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FEDERA	L A\	/IATION ADM	MINISTRAT	ION	<u> </u>	MASTER MINIMUM I	EQUIPMEN	NT LIST		
AIRCRA	FT:				REV	ISION NO :	54	PAGE:		
B-737					DAT	E: 10/12/2009		25-2		
SYSTEM	ICE	Γ	1. TEM	2.	NUMB	ER INSTALLED				
NUMBE	۲				3.	NUMBER REQUIRED FOR DISPATO	СН			
25 - EQUIPMENT AND FURNISHINGS					4. REMARKS OR EXCEPTIONS					
3. Flight Attendant Seat Assembly (Single or Dual Position)										
1) Required Flight Attendant Seats (Cont'd)					OTE 3: Individual operators when operating with inoperative seats, will consider locations and combinations of seats to ensure that proximity to exits and distribution requirements of applicable 14 CFR are met.					
						NOTE 4: If one side of a dual seat as inoperative and a flight attento adjacent seat, adjacent sonormally.	ndant is dis			
	2)	Excess Fligh Attendant So		-	-	 (M) May be inoperative provided: a) Affected seat position or sea occupied, and b) Folding type seat stows auto secured in retracted position 	matically o			
						NOTE 1: An automatic folding seat to automatically is considered				
						NOTE 2: A seat position with an ino restraint system is conside	•	•		
	3)	All Cargo Configuratio	D	-	-	May be inoperative provided affecte assembly is not occupied.	ed seat or s	eat		
***	4)	Seat Cushio Heating Sys		-	0	(M) May be inoperative provided he deactivated.	ating syste	m is		
4.		bin Window ades	D	-	0	May be inoperative in a compartment used for cargo provided AFM Limitations are observed.				
						NOTE: Passenger Cabin Window Si compartments configured for are considered a passenger	r passenge			

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FEDER	RAL AVIATION ADMINIST	RATIO	ON		MASTER MINIMUM EQUIPMENT LIST		
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B-737				DATE: 10/12/2009 25-3			
SYSTE SEQUE NUMB	ENCE ITEM	1.	2.	NUME	BER INSTALLED		
ITONID				3.	NUMBER REQUIRED FOR DISPATCH		
	QUIPMENT AND JRNISHINGS				4. REMARKS OR EXCEPTIONS		
5.	Cargo Compartment Restraint Components	С	-	-	(M) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.		
		С	-	-	May be inoperative or missing provided associated cargo compartment remains empty.		
		С	-	-	May be inoperative or missing provided pallet with inoperative lock(s) is removed.		
	1) Passenger Pallets (737C, -300 QC, and -700C)	С	-	-	 (M) One lock per pallet may be inoperative provided: a) Three seats in group associated with lock are blocked by folding and securing backrests in a forward position, and b) If more than one lock is inoperative, pallet must be removed. 		
					NOTE: If a pallet lock cover is broken or missing, associated lock is considered inoperative.		
	2) Cargo Pallet Locks (Pemco 737 F/QC and COMBI)	С	-	-	(M)(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e. an approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.		
6.	Passenger Seat(s) (Includes STC ST10238SC)	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to main aircraft aisle, and c) Affected seat(s) is blocked and placarded "DO NOT OCCUPY".		
					NOTE 1: A seat with an inoperative seat belt is considered inoperative.		
					NOTE 2: Inoperative seat(s) does not affect required number of Flight Attendants.		
					NOTE 3: Affected seat(s) may include seat(s) behind and/or adjacent outboard seats.		
					(Continued)		

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FEDERAL AV	/IATION ADMINISTR/	ATIC	ON	1	MASTER MINIMUM EQUIPMENT LIST					
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B-737				DAT	E: 10/12/2009 25-4					
SYSTEM & SEQUENCE NUMBER	ITEM	١.	2.	NUMB	IUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
25 - EQUIPM FURNIS					4. REMARKS OR EXCEPTIONS					
(Inc ST	ssenger Seat(s) cludes STC 10238SC) ont'd)									
	Recline Mechanism	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in up-right position.					
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in full upright position.					
2) .	Arm Rests									
6	a) Armrest with Recline Mechanism	D	-	-	 (M) May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, b) Arm rest does not restrict any passenger from access to main aircraft aisle, and c) If armrest is missing, seat is secured in full upright position. 					
t	b) Armrest without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Arm rest does not block an Emergency Exit, and b) Arm rest does not restrict any passenger from access to main aircraft aisle.					
, l	Underseat Baggage Restraining Bars	С	-	-	 (O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar. 					
·	Electrical/ Electronic Systems/ Components				DELETED REV 49.					

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FEDERAL AVIATION ADI	MINISTRATI	ON		MASTER MINIMUM EQUIPME	NT LIST
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B-737			DAT	DATE: 10/12/2009	
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	SER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
25 - EQUIPMENT AND FURNISHINGS			4. REMARKS OR EXCEPTIONS		
7. Second Observ Seat	er			Moved to Item 25-11 prior to Revision 30.	
8. Flight Deck Doo Lock Solenoid	or			Moved to Item 52-8 prior to Revision 30.	
9. "Fasten Seat Be While Seated" S or Placards	_	-	-	One or more signs or placards may be illegible missing provided a legible sign or placard is vis from each occupied passenger seat.	
10. Non-Essential Equipment & Furnishings (NE	EF)		0	May be inoperative, damaged, or missing provided titem(s) is deferred in accordance with open NEF deferral program. NEF program, procedu processes must be outlined in operator's approdocument. (M) and (O) procedures, if required be available to flight crew and included in operappropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.	erator's res, and opriate , must rator's

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	AVIATION ADM	INISTRATI	ON	1		STER MINIMUM	İ	
AIRCRAFT	:				ISION NO :		54	PAGE:
B-737 SYSTEM &		1.		DAT	E :	10/12/2009		25-6
SEQUENCE NUMBER		EM .	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRE	ED FOR DISPAT	СН	
	PMENT AND ISHINGS				4. REMARKS	OR EXCEPTION	NS	
11. O	bserver Seat(s)	l						
1)	Primary Observer's Se (Including Associated Equipment)	A eat	1	0	available to	e provided: ger seat in passer to an FAA inspect duties, and re made within tw	tor for perfo	rmance
		Α	1	0	inspector f and	e provided: oserver's seat is a for performance on the made within tw	of official du	ties,
		А	1	0	belt and of b) Seat is ac performan	e provided: minimum safety e xygen) is available ceptable to an FA ace of official dutie re made within tw	le, AA inspecto es, and	r for
					inspector (oxygen a inspector acceptab NOTE 2: Pilot-in-C safety eq	cy of above seats when minimum sand safety belt) is determines condule.	by an FAA safety equip functional ditions to be ermine if mi onal for othe	oment and nimum
*** 2)	Second Observer's S (Including Associated Equipment)	D eat	1	0	NOTE: Pilot-in-Co safety equipment is authorized to occu	s functional for ot	her persons	
*** 3)	Crotch Straps	s C	-	0				

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FEDER	AL AVIATION ADMINIS	STRATI	ON	1	MASTER MINIMUM EQUIPME	NT LIST
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B-737	** o			DAT	E: 10/12/2009	25-7
SYSTE SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	BER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
	QUIPMENT AND JRNISHINGS				4. REMARKS OR EXCEPTIONS	
12. ***	Emergency Flashlight Holders/ Flashlights					
	1) Cabin	С	-	-	May be inoperative or missing provided crewn assigned to affected position has a normally of flashlight readily available.	nember perating
	2) Flight Deck	С	-	-	May be inoperative or missing provided crewn assigned to affected position has a normally of lashlight readily available.	nember perating
13 ***.	Emergency Evacuation Signal System	С	1	0	(O) May be inoperative provided alternate pro- are established and used.	cedures
		D	1	0	May be inoperative provided procedures do no its use.	ot require

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FEDERAL AVIATION ADMINIST	ΓRΑΤΙ	ON	MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:			REV	ISION NO: 54	PAGE:			
B-737			DAT	E: 10/12/2009	25-8			
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	UMBER INSTALLED				
NOMBER			3.	NUMBER REQUIRED FOR DISPATCH				
25 - EQUIPMENT AND FURNISHINGS				4. REMARKS OR EXCEPTIONS				
14. Main Deck Cargo9G Barrier Net								
1) (737F and QC) (PEMCO World Air Services, Inc.)	С	1	1	One net attachment, at any location, may be be missing provided maximum loading on main de reduced to 34,650 lbs. NOTE: Not required for all-passenger operation	eck is			
2) (-700C and –700 C Combi)		1	0					
				Loading Manual are observed. NOTE: Not required for all-passenger operation				
	D	1	0	May be missing or net attachments may be bromissing provided associated cargo compartment remains empty.				
				NOTE: Not required for all-passenger operation	ons.			
3) (STC ST01566LA)	С	1	1	In Cargo Mode only one attachment may be br missing provided: a) There are no visible defects on remain fittings, and b) Maximum allowable load limits are obs	ning net			
	D	1	0	May be missing or net attachments may be bromissing provided associated cargo compartme remains empty.				
				NOTE: Not required for all-passenger operation	ons.			
15. Heating Blankets				Moved to Item 21-41 in Revision 33.				

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B-737			DAT	E: 1	0/12/2009	25-9			
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMBER INSTALLED						
			3.	NUMBER REQUIRED	FOR DISPATCH				
25 - EQUIPMENT AND FURNISHINGS				4. REMARKS OF	REXCEPTIONS				
16. Lower Cargo Compartment Lining Panels and Floor Panels	С	-	-	procedures are estable associated compartment to contain only empty	ed or missing provided ished and used to ensu ent remains empty, or is cargo handling equipm e loaded in ULDs), and	ıre s verified ent,			
				approved for ir	s must define which ite nclusion in Fly Away Ki s can be used as balla	ts, and			
17. Emergency Medical Equipment (Includes STC ST10238SC)									
1) First Aid Kit (FAK) and/or Associated Equipment	Α	-	-	required first aid kit ma inoperative provided: a) FAK is resealed as a unit that ca serviceable uni	s required by 14 CFR, or ay be incomplete, miss of in a manner that will in an not be mistaken for t, and acements are made with	ing or dentify it a fully			
	D	-	-	Any in excess of those incomplete, missing or	e required by 14 CFR n r inoperative.	nay be			
2) Emergency Medical Kit (EMK) and/or Associated Equipment	Α	-	0	provided: a) EMK is reseale as a unit that ca serviceable uni	e, missing or inoperatived in a manner that will an not be mistaken for t, and acements are made with	identify it a fully			
3) Augmented Emergency Medical Kit	D	-	-	Any in excess of those incomplete, missing of DELETED REVISION		nay be			
				(Continued)					

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FEDERA	L AVIATION ADMI	NISTRATI	ON		MAS	STER MINIMUM EQUIPME	NT LIST		
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B-737				DAT	DATE: 10/12/2009		25-10		
SYSTEM & 1. SEQUENCE ITEM 2.				NUMB	NUMBER INSTALLED				
NUMBE	R			3.	NUMBER REQUIRI	ED FOR DISPATCH			
25 - EQI FUI				4. REMARKS	OR EXCEPTIONS				
17.	Emergency Medic Equipment (Includes STC ST10238SC) (Cont'd)	cal							
	4) Automated External Defibrillators (AED) and/or Associated Equipment	Α	-	0	provided: a) AED is rese as a unit tha serviceable	replacements are made with	lentify it fully		
		D	-	-	Any in excess of the incomplete, missing	nose required by 14 CFR many, or inoperative.	ay be		
18.	Flotation Equipme (Crew and Passengers)	ent D	-	-		nose required by 14 CFR ma sing provided required distril			
19.	Underseat Bagga Restraining Bars	ige			Moved to item 25-	6 in Revision 39.			
20.	Exterior Lavatory Door Ashtrays								
	Airplanes With More Than Or Exterior Lavate Door Ashtray Installed	ie	-	-	One may be missi calendar days.	ng provided it is replaced wi	thin 10		
	2) Airplanes With Only One Exterior Lavate Door Ashtray Installed		1	0	May be missing pr calendar days.	ovided it is replaced within 3	3		

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B-737				DAT	DATE: 10/12/2009 25-11				
SYSTEM & 1. SEQUENCE ITEM 2. NUMBER			2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
	UIPMENT AND RNISHINGS				4. REMARKS OR EXCEPTIONS				
21.	Flight Crew Seats								
	Recline Mechanism	Α	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptable affected crewmember, and b) Repairs are made within two flight days.				
	Vertical Adjustment	Α	2	0	(M) May be inoperative provided: a) Seat is secured in a position acceptabl affected crewmember, and b) Repairs are made within two flight days				
	3) Armrests	В	4	0	(M) May be inoperative in up position or remove provided seat is acceptable to affected crewments				
	4) Lumbar/Thigh Supports	С	4	0	May be inoperative provided seat is acceptable affected crewmember.	e to			
***	5) Headrests	С	2	0	May be inoperative or missing provided seat is acceptable to affected crewmember.	6			
22.	Galley/Lavatory Waste Receptacle Access Doors/ Covers	2							
	1) Galley Waste Receptacle Access Doors/ Covers	C	-		(M)(O) May be inoperative provided: a) Associated container is empty, b) Container access is secured to preven introduction into compartment, and c) Procedures are established to ensure sufficient galley/lavatory waste recepta available to accommodate all waste the be generated during flight.	that acles are			

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FEDERAL AVIATION A			V		MASTER MINIMUM	EOLIIDMEN	UT LIST
AIRCRAFT:	DIVINIOTICATI	011	REV	ISION NO :	WASTER WINNIWOW	54	PAGE:
B-737			DAT		10/12/2009	34	25-12
SYSTEM &	1.	•		NUMBER INSTALLED			
SEQUENCE NUMBER	ITEM	2.	NOMB	ER INSTALL	.EV		
NUMBER			3.	NUMBER RE	EQUIRED FOR DISPAT	СН	
25 - EQUIPMENT AND FURNISHINGS				4. REI	MARKS OR EXCEPTIO	NS	
22. Galley/Lavato Waste Recep Access Doors Covers	tacle						
2) Lavatory W Receptacle Access Do Covers	Э	-	-	a) Ass b) Con intro c) Lava d) Ass clos NOTE: The	be inoperative provided ociated container is emptainer access is secured oduction into compartmentatory is used only by creociated lavatory entranced and placarded: INOF ENTER.	oty, If to prevent Int, and Interpretation Interpre	, and cked - DO rohibit
23. Automatic Ca	rao D	_	0		tory use or inspection by y portion of system(s) th		
*** Loading Syste					mally may be used.	at operated	
24. Overhead Sto *** Bin(s)/Cabin a Galley Storag	and	-	-	a) Production common common b) Assimplated c) Any common d) Affer of a affix	p partitions are installed, age compartment is con partment.	lent is prom located in a inoperative, t used for st se permand entire over	ffected , and torage ently

II S DEC	PARTMENT OF TRA	NCDODI		NI			
				V	NAA CTED NAININALINA E		JT LICT
	L AVIATION ADMIN	IISTRATI	ON	<u> </u>	MASTER MINIMUM E	1	
AIRCRA	FT:				ISION NO :	54	PAGE:
B-737				DAT	E: 10/12/2009		25-13
SYSTEM SEQUEN NUMBER	ICE ITE	1. M	2.	NUMB	ER INSTALLED		
	-			3.	NUMBER REQUIRED FOR DISPATC	н	
	JIPMENT AND RNISHINGS				4. REMARKS OR EXCEPTIONS	S	
24. Overhead Storage *** Bin(s)/Cabin and Galley Storage (Cont'd) C		-	-	(M)(O) May be inoperative provided: a) Affected door(s) is removed, b) Associated bin or compartments storage of any item(s) except permanently affixed, c) Associated bin or compartments placarded DO NOT USE, d) Procedures are established a crew members and passenge bins, and e) Passengers are briefed that a	t for those ent is pror and used ers of inop	minently to alert perative	
					compartment is not used. NOTE 1: If no partitions are installed storage compartment is co or compartment. NOTE 2: Any emergency equipment associated compartment (paffixed) is available for use	nsidered : located i permanen	one bin n the
	1) Multi Latch/Quarter- Turn Lug Installations	С	-	-	One latch/lug per compartment may be provided: a) Remaining latch(es)/lug(s) or compartments operate normal b) If affected compartment is us cart, cart remains empty.	affected	
***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked provided doors can be secured by other		
25. ***	Beds (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative provided manual operates normally.	override s	system

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FEDE	RAL AVIATION ADMINIST	RATI	ON	<u>-</u>	MASTER MINIMUM EQ	UIPMEN	NT LIST
AIRCE	RAFT:			REV	ISION NO:	54	PAGE:
B-737				DAT	E: 10/12/2009		25-14
SYSTI SEQU NUME	ENCE ITEM	1.	2.	NUMB	ER INSTALLED		
NOME	LIX			3. NUMBER REQUIRED FOR DISPATCH			
	QUIPMENT AND URNISHINGS				4. REMARKS OR EXCEPTIONS		
26. ***	Tables (Electrical Operation) (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative provided manual ov operates normally.	verride s	system
		С	-	0	May be inoperative provided seats at a inoperative table are not occupied.	ssociate	ed
27. ***	Crash Pads (Jet Aviation Engineering Services, (JAES))	С	-	0	May be inoperative or missing provided seat, adjacent to crash pad is not occup		ated
28.	Emergency Vision Assurance System (EVAS) (STC SA00892LA)	С	2	0			
29. ***	Secondary Door Barrier (Flight Deck Security)	С	1	0	(O) May be inoperative provided: a) Barrier remains in retracted pos b) Alternate procedures are establ used.		
		С	1	0	(M)(O) May be inoperative provided: a) Barrier is removed, and b) Alternate procedures are establ used.	ished aı	nd
		D	1	0	May be inoperative provided procedure its use.	s do no	t require
30.	Security Kit and/or Associated Equipment	D	-	0	May be inoperative, missing, or have mequipment.	iissing	

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FEDERA	L AVIATION ADM	INISTRATI	ON		MASTER MINIMUM EQUIPMEI	NT LIST
AIRCRAFT:				REV	REVISION NO: 54	
B-737			1	DAT	E: 10/12/2009	26-1
SYSTEM SEQUEN NUMBER	NCE IT	1. EM	2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRI	E PROTECTION				4. REMARKS OR EXCEPTIONS	
1.	Engine and APU Fire Extinguisher Discharge Lights	С	3	0		
2.	Engine Overheat and Fire Detection Systems	n				
	1) Basic System (-100/-200)	s C	4	2	(M) One overheat detection system or one fire detection system per engine may be inoperative provided operative system is tested and operative normally before each departure	/e
	2) Dual Loop	С	4	2	(O) Except for ER operations beyond 120 minuone loop (A or B) per engine may be inoperative	
3.	Portable Fire Extinguishers	D	-	-	 (M) Any in excess of those required by 14 CFF be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed loc and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. 	
4.	Wheel Well Fire Detection System	C	1	0	(M) May be inoperative provided brake temper monitoring system (BTMS) operates normally.	ature
		С	1	0	(M)(O) May be inoperative provided brakes are inspected and are cool to touch before engine	
					NOTE: In case of engine failure after V ₁ , performing prime consideration, and landing geat be retracted normally until performance with gear down is not a problem. Pilots consider possibility of ice accumulation associated with delayed raising of land or lowering landing gear during winter operations.	ar should e penalty must on gear
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U.S. DEF	PARTMENT OF TRANS	PORT	OITAT	1		
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPME	NT LIST
AIRCRA	FT:			RE\	VISION NO: 54	PAGE:
B-737				DAT	ΓΕ: 10/12/2009	26-2
SYSTEM SEQUEN NUMBER	ITEM	1.	2.	NUME	BER INSTALLED	
HOMBE				3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE	PROTECTION				4. REMARKS OR EXCEPTIONS	
5.	APU Fire Extinguisher Discharge Discs (-100/-200/-300/ -400/-500)	С	2	0	(M) Discs may be missing provided indicator r checked to verify proper charge.	eading is
***	1) HTL Type	С	2	0	(M) Discs may be missing provided bottle inte verified by checking APU fire extinguisher bott discharge light or weighing bottle once each fl	tle
6.	APU Fire Shutoff System	С	1	0	(O) Except for ER operations, may be inoperated provided APU is not used.	tive
7.	APU Fire Extinguisher System	С	1	0	(O) Except for ER operations, may be inoperated provided APU is not used.	tive
8.	APU Fire Detection System					
	Single and Dual Loop	С	-	0	(O) Except for ER operations, may be inoperated provided APU is not used.	tive
***	2) APU DET INOP Light	С	1	0	 (O) May be inoperative extinguished provided a) APU fire detection system operates no and b) A fire warning test is performed before APU start. 	ormally,
	3) Dual Loop	С	2	1	(O) Except for ER operations beyond 120 min one loop (A or B) may be inoperative.	utes,
	4) External Warning Horn/Warning Light	С	1	0	May be inoperative for ground operation provideck APU Overheat/Fire Protection Panel is continuously monitored.	ded flight
9.	Engine/APU Fire Extinguisher Test System (EXT TEST) (Squib Test)	С	3	0	 (M) May be inoperative provided: a. Failure is verified to be in squib test circuit b. Squib circuit is verified to operate normall each flight day. 	
	1) APU Fire Extinguisher Squib Test Circuits (EXT TEST) (-300/ -400/-500/-600/ -700/-800/-900)	С	2	1	(O) May be inoperative provided remaining AF test circuit is verified to operate normally once flight day.	
			l	1	(Continued)	ŀ

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FEDERA	L AVIATION ADM	MINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:					VISION NO: 54 PAGE:
B-737				DAT	E: 10/12/2009 26-3
SYSTEM SEQUEN NUMBER	ICE I	1. TEM	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
26 - FIRE	E PROTECTION				4. REMARKS OR EXCEPTIONS
9.	Engine/APU Fire Extinguisher Tes System (EXT TE (Squib Test) (Cont'd)	st			
	2) APU Squib L	ight C	1	0	(O) Except for ER operations, may be inoperative provided APU is not used.
10.	Fire Warning Be)			
	Bell Cutout Switch (Overheat/Fi Protection Page		1	0	May be inoperative provided: a) Bell cutout function of both Master Fire Warning lights operates normally, and b) Fire Warning Bell operates normally.
	Bell Cutout Function of Master Fire Warning Ligh	C	2	1	May be inoperative provided: a) Bell cutout function switch operates normally, and b) Fire Warning Bell operates normally.
11.	Master Fire War Lights	rning			Deleted prior to Revision 27.
12.	Wing-Body Overheat Detect System (Left)	C	1	0	 (O) Except for ER operations, may be inoperative provided: a) Right pack and engine bleed is used for pressurization only, b) Use of APU is prohibited except for engine start, c) Isolation valve and left engine bleed valve remain closed for all operations except engine start, and d) Airplane is not operated in known or forecast icing conditions.
13.	Wing-Body Overheat Detect System (Right)	C	1	0	 (O) Except for ER operations, may be inoperative provided: a) Left pack and left engine or APU bleed air is used for pressurization only, b) Isolation valve and right engine bleed valve remain closed for all operations except engine start, and c) Airplane is not operated in known or forecast icing conditions.

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MI	INIMUM EQUIPME	NT LIST
AIRCRA	FT:			REV	ISION NO:	54	PAGE:
B-737				DAT	E: 10/12/	2009	26-4
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR	DISPATCH	
26 - FIRE	PROTECTION				4. REMARKS OR EX	CEPTIONS	
14.	Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE)	С	-	0	(O) May be inoperative pro established and used to en compartment remains emp only empty cargo handling may be loaded in ULDs), at NOTE: Operator MELs mus approved for inclusion in FI materials can be used as be	sure main deck car ty, or is verified to de equipment, ballast nd/or Fly Away Kits st define which iten by Away Kits and wl	rgo contain (ballast s. ns are
	1) Fire Detection (-700C and -700 Combi, STC ST01566LA)	С	2	1	(O) One loop (A or B) may Cargo mode.	be inoperative in C	combi or
		С	2	0	May be inoperative in Pass	enger mode.	
	2) Fire Detection (-400C ST000235BO, - 400 Combi ST00248BO)						
	a) Cargo Fire Flight Deck Unit (CFFU)	С	1	0	May be inoperative provide Compartment Fire Detection inoperative.		
	(1) FAULT Legend	С	1	0	(M) May be inoperative pro confirmed by self-test at Ca (CFMU).		
	(2) Legend Back- lighting (CARGO FIRE MAIN DECK and TEST)	С	2	0	(O) May be inoperative pro a) CFFU test is accep b) Operations are not c) Sufficient cockpit li normal operations. (Continued)	otable, dependent on its u ghting is available t	

U.S. DEPARTMENT	OF TRANSP	ORT	ATIO	N					
FEDERAL AVIATION	I ADMINISTR	RATIO	NC			MASTER M	INIMUM EQU	IPMENT	LIST
AIRCRAFT:				REV	ISION NO :		54	4	PAGE:
B-737				DAT	E:	10/12/	2009		26-5
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMB	BER INSTALL	.ED			
				3.	NUMBER RE	EQUIRED FOR	DISPATCH		
26 - FIRE PROTECT	ION				4. REI	MARKS OR EX	CEPTIONS		
400 Cor ST0024 (Cont'd) a) Carg Fligh Unit (Con (3) F	ent Fire on '37C/QC/ O Combi, 1566LA, - 0235BO, - O, O, A, T, and E) tection 35BO, - mbi 8BO) o Fire tt Deck (CFFU) t'd)	CCC	1	0	lights and no operate nor May be incollights and n	perative provide naster fire warni mally before ea perative provide naster fire warni mally before ea	ing bell are ch ich departure. ed master FIR ing bell are ch	ecked to E WARN ecked to	l

U.S. DEPARTMENT OF TRAN	SPOR1	OITAT	1			
FEDERAL AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM	EQUIPMEN	IT LIST
AIRCRAFT:			REV	ISION NO:	54	PAGE:
B-737	_		DAT	E: 10/12/2009		26-6
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	ER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPAT	СН	
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIO	NS	
14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, STCs St01566LA, - 400C ST00235BO, - 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE) (Cont'd) 2) Fire Detection (-400C ST000235BO, - 400 Combi ST00248BO)						
(Cont'd) b) Cargo Fire Maintenance Unit (CFMU)	С	1	0	May be inoperative provided Main I Compartment Fire Detection Syster inoperative.		ered
(1) CFMU Indicator Lights	С	20	0	 (M) Individual lights may be inoperated a) Each corresponding location verified by CFFU, and b) Self-test is accomplished. NOTE: Dual loop coverage is main one CFMU loop "A" or "B" self-test is accomplished. 	on is indeper	ndently loss of
3) Fire Suppression System (-700C/ -700 Combi, STC ST01566LA)	С	1	0	failure. May be inoperative in Passenger m		y
a) DEPR Light	С	1	0	May be inoperative in Passenger m	ode.	
	С	1	0	May be inoperative in Combi or Car MAIN SYS light illuminates during s (Continued)		ovided

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U.S. DEPARTMENT O			_	IN.	MASTER MINIMUM EQUIPMENT LIST	
AIRCRAFT:	ADMINISTR	ATIC	JIN	RF'	VISION NO : 54 PAGE	-
B-737				DA ⁻		
SYSTEM &		1.	2.		BER INSTALLED	
SEQUENCE NUMBER	ITEM					
				3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE PROTECTIO	N				4. REMARKS OR EXCEPTIONS	
14. Main Deck C Compartmen Detection/ Suppression Systems (73' -700C/-700 C STCs ST015 400C ST002' 400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, ST01961SE) (Cont'd) 3) Fire Supp System (-700 Com ST01566I (Cont'd)	t Fire 7C/QC/ Combi, 66LA, - 35BO, - and ression 700C/ bi, STC					
b) MAIN S Light	YS	С	1	0	May be inoperative in Passenger mode.	
		С	1	0	 (M) May be inoperative in Combi or Cargo mode provided: a) Failure is verified to be in light circuit, and b) System circuit is verified to operate normally once each flight day. 	
4) Smoke Do (737C/QC -700C/-70 Combi, S' ST01566I ST00235I SA2970S Combi ST00248I ST01827I ST01961S	C/ DO TC's _A, BO, O, -400 BO, _A, and	С	-	0	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative.	
a) (STC ST015 Only)	66LA	С	12	6	May be inoperative provided all detectors in opposite loop operate normally.	
					(Continued)	

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L	DATE: 10/12/2009 26-8
NU	MBER INSTALLED
3.	NUMBER REQUIRED FOR DISPATCH
	4. REMARKS OR EXCEPTIONS
0	(M) May be inoperative provided an acceptable method is used to verify detector system integrity.
0	(M) May be inoperative provided smoke detectors operate normally. (Continued)
	3.

AIRCRAFT:	U.S. DEPARTMENT OF TRANFEDERAL AVIATION ADMINIS			. •	MASTER MINIMUM EQUIPMENT LIST	
DATE: 10/12/2009 26-9				RE	· · · · · · · · · · · · · · · · · · ·	:
SEQUENCE NUMBER NUMBER NUMBER NUMBER	B-737					
NUMBER 26 - FIRE PROTECTION 14. Main Deck Cargo Compartment Fire Detection/ Suppression Systems (737C/QC/ -700C/-700 Combi, ST0244B0, SA2970SO, ST01827LA, ST00235B0, Combi, STC's ST01566LA, ST00235B0, SA2970SO, ST01827LA, ST00235B0 Only) (1) Smoke Conbi ST00248B0, ST01827LA, and ST01961SE) (Cont'd) (2) Smoke Detector Units (2) Smoke C Detector Loops 10 One loop in any detector may be inoperative.			2.	NUM	BER INSTALLED	
14. Main Deck Cargo Compartment Fire Detection Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, - 400C ST00235BO, - 400 Combi ST00248BO, SA2970SO, ST0182TLA, ST00283AT, and ST01961SE) (Cont'd) 4) Smoke Detectors (737C/QC/-700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, SA2970SO, -400 Combi ST00248BO, SA2970SO, -400 Combi ST00248BO, ST01961SE) (Cont'd) 4) Smoke Detectors (ST01827LA, and ST01961SE) (Cont'd) 4) (STC ST00235BO			-		ANIMADED DECLUDED FOR DIODATON	
14. Main Deck Cargo				3.	NUMBER REQUIRED FOR DISPATCH	
	26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS	
(737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE) (Cont'd) d) (STC ST00235BO Only) (1) Smoke C Detector Units (2) Smoke C Detector Loops C Done loop in any detector may be inoperative.	*** Compartment Fire Detection/ Suppression Systems (737C/QC/-700C/-700 Combi, STCs ST01566LA, -400C ST00235BO, -400 Combi ST00248BO, SA2970SO, ST01827LA, ST00283AT, and ST01961SE)					
ST00235BO Only) (1) Smoke Detector Units (2) Smoke Detector Loops C 10 Detector(s) may be inoperative provided no cargo is carried in affected zone. One loop in any detector may be inoperative.	(737C/QC/ -700C/-700 Combi, STC's ST01566LA, ST00235BO, SA2970SO, -400 Combi ST00248BO, ST01827LA, and ST01961SE)					
Detector Units (2) Smoke Detector Loops is carried in affected zone. One loop in any detector may be inoperative.	ST00235BO					
Detector Loops	Detector	С	10	-		
(Continued)	Detector	С	20	10	One loop in any detector may be inoperative.	
					(Continued)	

		MASTER MINIMUM EQUIPMENT LIS	Т
	REV	ISION NO: 54 PAG	GE:
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_ N	NUMB	ER INSTALLED	
3	3 .	NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
	0 4	May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. One loop in any detector may be inoperative. (Continued)	
		8EV DATI NUMB 3. 4 0	REVISION NO: DATE: 10/12/2009 26- NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS May be inoperative provided Main Deck Cargo Compartment Fire Detection System is considered inoperative. One loop in any detector may be inoperative.

U.S. DEPARTMENT	OF TRANSPOR	TATIOI	N		
FEDERAL AVIATION	ADMINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST	-
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B-737			DAT	E: 10/12/2009 26-1	1
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	ER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE PROTECTI	ON			4. REMARKS OR EXCEPTIONS	
Combi ST0024 ST0182 ST0196 (Cont'd)	ent Fire n 37C/QC/ Combi, 566LA, - 235BO, - O, 7, 7, and E) Detectors CC/ 700 STC's 6LA, 5BO, SO, -400 BBO, 7LA, and 1SE)				
f) (STC ST01 Only)	827LA				
(1) -3	00 C	12	10	Two detectors may be inoperative provided: a) Inoperative detectors are not in adjacent locations, and b) Detector #1, most forward detector, operates normally.	
(2) -4	00 C	12	10	(M) Two detectors may be inoperative provided they are not in adjacent locations.	

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FEDERAL AVIATION A	DMINISTRATI	ION		MASTER MINIMUM EQUIPMENT LIST	
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B-737			DAT	E: 10/12/2009 26-12	2
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	ER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
26 - FIRE PROTECTION	N			4. REMARKS OR EXCEPTIONS	
14. Main Deck Ca	Fire C/QC/ combi, 66LA, - 5BO, - and tectors C's A, O, -400 O, A, and E)				
Only) (1) Smo Dete	oke C ectors	20	19	(O) One detector (bus A or B) may be inoperative provided remaining detectors are verified to operate normally before each departure.	
(2) DET FAU Ligh	LT	1	0	(M) May be inoperative provided: a) All CCP smoke detector lights operate normally, and b) System integrity is verified to operate normally before each departure.	-
(3) CCI Smo Dete Ligh	ke ector	20	0	(M) May be inoperative provided: a) DET FAULT Light operates normally, and b) System integrity is verified to operate normally before each departure.	
				(Continued)	

U.S. DEPARTMENT (FEDERAL AVIATION				•	MASTER MINIMUM EQUIPMENT LIST				
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B-737				DAT		10/12/2009	34	26-13	
SYSTEM &	1	. 2	2.		ER INSTALLE			20 10	
SEQUENCE NUMBER	ITEM								
				3.	NUMBER REQ	UIRED FOR DISPAT	СН		
26 - FIRE PROTECT	ION				4. REMA	ARKS OR EXCEPTION	NS		
Main Deck Compartme Detection/ Suppressio Systems (7 -700C/-700 STCs ST01 400C ST00 400 Combi ST00248B0 SA2970SO ST01827LA ST00283A7 ST01961SE (Cont'd)	ent Fire n 37C/QC/ Combi, 566LA, - 235BO, - O, , , , , , , , , , , , , , , , , ,								
Combi ST0024	CC/ 700 STC's 6LA, 5BO, SO, -400 8BO, 7LA, and								
	961SE (Cont'd)								
` ,	ARGO (ght	С	1	0	a) DEPRI b) All Cla to be c switch c) The fo	coperative provided: ESS Light operates not ass E shut-Off valves a closed after pressing the sand rward outflow valve is after pressing the DEP	are verified ne DEPRES verified to be	€	
` ,	EPRESS (С	1	0	a) All Cla to be o switch b) The fo	operative provided: ass E shut-Off valves a closed after pressing the and rward outflow valve is after pressing the DEP	ne DEPRES verified to be	Э	

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	ARTMENT OF TRAN			N					
FEDERAI	_ AVIATION ADMINIS	STRATI	ON	_	MASTER MINIMUM EQUIPMEI	NT LIST			
AIRCRAI	FT:			REV	ISION NO: 54	PAGE:			
B-737				DAT	DATE: 10/12/2009				
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
26 - FIRE	PROTECTION				4. REMARKS OR EXCEPTIONS				
15.	Lavatory Fire Extinguisher Systems	С	-	-	For each lavatory, lavatory fire extinguisher symmay be inoperative provided lavatory smoke disystem operates normally.				
		С	-	-	 (M)(O) For each lavatory, lavatory fire extinguis system may be inoperative provided: a) Lavatory waste receptacle remains em b) Associated lavatory door is locked clos placarded: "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers NOTE 1: These provisions are not intended to lavatory use or inspection by crewment 	pty, ed and s. prohibit			
					NOTE 2: Lavatory fire extinguisher system is required for all-cargo operation.				
16.	Lavatory Smoke Detection System	С	-	-	 (M)(O) For each lavatory, lavatory smoke dete system may be inoperative provided: a) Lavatory waste receptacle remains em b) Associated lavatory door is locked clos placarded: "INOPERATIVE – DO NOTENTER", and c) Lavatory is used only by crewmembers 	pty, ed and r			
					NOTE 1: These provisions are not intended to lavatory use or inspection by crewme				
					NOTE 2: Lavatory fire extinguisher system is r required for all-cargo operation.	not			
***	Lavatory Smoke Detector SELF TEST Switch	С	-	0	(Continued) (M) May be inoperative provided associated la smoke detector is verified to operate normally.	vatory			
***	2) Lavatory Smoke Detector TEST Switch on Flight Attendant's Panel	С	-	0	(M) May be inoperative provided each lavatory detector is verified to operate normally.	smoke			

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	RAL AVIATION ADMINIS	STRATI	ON		MASTER MINIMUM EQUIPME	1	
AIRCR	AFT:				VISION NO : 54	PAGE : 26-15	
B-737 SYSTE	-M &	1.					
SEQUI	ENCE ITEM		2.	NUME	BER INSTALLED		
TOME				3.	NUMBER REQUIRED FOR DISPATCH		
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS			
17. ***	Engine Fire Extinguisher Thermal/Discharge Discs (-100/-200)						
	Discharge (Yellows) Discs	С	2	0	(M) May be missing provided indicator reading other acceptable means are used to verify addicharge.		
	2) Thermal (Red) Discs	С	2	0	(M) May be missing provided indicator reading other acceptable means are used to verify addicator.		
18.	Wing-Body Overheat Test System						
	Flight Deck Test Feature	С	1	0	(M) May be inoperative provided system integ verified by an acceptable procedure once each day.		
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's)	С	-	0	(O) May be inoperative provided procedures a established and used to ensure associated compartment remains empty, or is verified to only empty cargo handling equipment, ballast may be loaded in ULDs), and/or Fly Away Kits	contain (ballast	
					NOTE 1: Operator MELs must define which ite approved for inclusion in Fly Away K which materials can be used as ballation. NOTE 2: Class E cargo compartments require installation of smoke or fire detection systems (not suppression) (Continued)	its and ast. e only	

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FEDERAL AVIATION A	DMINISTRAT	ION	_	MASTER MINIMU	M EQUIPMEN	NT LIST			
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B-737		-	DAT	E: 10/12/2009		26-16			
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	ER INSTALLED					
NOMBEN.			3.	NUMBER REQUIRED FOR DISPA	ATCH				
26 - FIRE PROTECTIO	N			4. REMARKS OR EXCEPTIONS					
19. Lower Cargo Compartment Detection/ Suppression Systems (All and STC's) (0 1) Fwd/Aft Detection	models Cont'd)								
*** a) Boeing installed system, ST0074 ST0076 ST0118 ST0167 ST0142 ST1015 ST0180 ST0111 Only	STC 9LA-D, 3LA-D, 4LA, 4AT, 4LA, 3T, 4LA,	4	2	(O) One loop (A or B) in each cor inoperative provided opposite loo operate normally.					
b) STC ST0040 Only	C 5LA-D	-	2	(O) May be inoperative provided compartment is checked to opera		ach			
*** 2) Extinguish Bottles	er								
*** a) No. 1 (S ST0142 ST0145 and ST0180 Only)	4LA, 7LA,	1	0	(O) May be inoperative provided a compartment remains empty.	associated ca	rgo			
b) No. 2 (Binstalled system STC ST0118 Only)	and	1	0	(M)(O) Except for ER operations, with cargo carried in compartmen		erative			
				(Continued)					

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FEDERAL AVIATION ADMINIST	RATI	ON		MAST	ER MINIMUM	EQUIPME	NT LIST		
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B-737			DAT	E:	10/12/2009		26-17		
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUME	BER INSTALLED					
			3.	NUMBER REQUIRED	FOR DISPAT	СН			
26 - FIRE PROTECTION				4. REMARKS	OR EXCEPTIO	NS			
19. Lower Cargo *** Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)									
2) Extinguisher Bottles (Cont'd)									
*** c) No. 2 (STC ST01424LA ST01457LA, and ST01804LA Only)	С	1	0	(M)(O) May be inope compartment remain		l associate	d cargo		
*** d) No. LRD2 (STC ST00405LA-D Only)	С	1	0	(O) Except for ER op cargo carried in com		be inoperat	ive with		
*** 3) Squib Lights (STC ST01424LA, and ST01457LA Only)	С	2	0	(O) May be inoperati compartment remain		sociated ca	argo		
*** 4) DISCH Light(s)									
*** a) Boeing installed system, STC ST01184LA and ST00405LA-D Only	С	1	0	(M) May be inoperati extinguisher bottle(s) charge once each flig) is verified to h		equate		
*** b) STC ST01424LA, ST01457LA, and ST01804LA Only	С	2	0	May be inoperative premains empty.	orovided associ	ated comp	artment		
				(Continued)					

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	ARTMENT OF TRANSI			N				
FEDERA	_ AVIATION ADMINIST	RATI	ON		MASTE	R MINIMUM I	EQUIPMEN	NT LIST
AIRCRAI	FT:			REVISION NO: 54			54	PAGE:
B-737				DAT	E: 10)/12/2009		26-18
SYSTEM SEQUEN NUMBER	CE ITEM	1.	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED F	OR DISPATO	СН	
26 - FIRE	PROTECTION				4. REMARKS OF	REXCEPTION	NS	
19.	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)							
***	5) Extinguisher Bottle Pressure Switch (Boeing installed system Only)	С	-	0	(M) May be inoperative extinguisher bottle(s) is charge once each fligh	s verified to ha		quate
***	6) EXT Lights (FWD and AFT) (Boeing installed system, STC ST01184LA and ST00405LA-D Only)	С	2	0	(M) May be inoperative a) Failure is verifi and b) Squib circuit is once each fligh	ed to be in so		
***	7) Fault(s) Indicated by Illumination of MX Indicator (STC ST00511LA, ST00404LA-D, ST00740LA-D, ST00745LA-D, ST00751LA-D, and ST00990LA-D Only)	В	-	-	Dispatch with MX indic provided green SYS O NOTE: This is a fault to continue to per long as green S illuminated.	K indicator re olerant systen form its intend	mains illum n and unit v ded function	ninated. vill n as
	a) Display of FWD INOP and/or AFT INOP Message(s)	В	-	-	(O) May be displayed pindicator remains illum remains empty.			go bay
	b) Smoke Detector(s)	С	-	-	(O) One smoke detector compartment provided remains illuminated. NOTE: MX indicator or (Continued)	SYS OK indi	cator on CI	DU
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FEDERAL AVIATION ADMINIS			N	MASTER MINIMUM EQUIPA	MENIT I IST	
AIRCRAFT:	III	ON	DEV	/ISION NO: 54	PAGE:	
B-737						
SYSTEM &	1.				26-19	
SEQUENCE ITEM NUMBER	••	2.	NUMB	BER INSTALLED		
			3.	NUMBER REQUIRED FOR DISPATCH		
26 - FIRE PROTECTION				4. REMARKS OR EXCEPTIONS		
19. Lower Cargo *** Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)						
*** 8) Control Panel ALARM OFF Switch (STC ST00749LA-D and ST00763LA-D Only)	С	1	0	(O) May be inoperative provided Fire Bell cu silences Cargo Bay Fire Protection Fire Wa		
*** 9) DET Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	(O) One light in each compartment may be provided remaining loop in associated compartment to operate normally before each definition.	artment is	
*** 10) FAIL Lights (STC ST01674AT, and ST01114WI Only)	С	4	2	(O) One light in each compartment may be provided remaining loop in associated compartment to operate normally before each definition.	artment is	
*** 11) Smoke Detectors						
a) STC ST01674AT, and ST01114WI Only	С	-	-	(M) One detector in each detector enclosure inoperative provided remaining detector in a detector enclosure is verified to operate nor before each departure.	ssociated	
b) STC ST01424LA, and ST01804LA (-300) Only	С	12	6	(M) May be inoperative provided 2 FWD and same loop are functional.	d 4 AFT in	
*** c) STC ST01457LA, and ST01804LA (-400) Only	С	14	7	(M) May be inoperative provided 3 FWD and same loop are functional.	d 4 AFT in	
				(Continued)		

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FEDERA	L AVIATION ADMINIST	RATI	NC		MASTER MIN	IIMUM EQUIPMEI	NT LIST
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SYSTEM SEQUEN NUMBER	ITEM	1.	2.	NUME	ER INSTALLED		
INOMBE	\			3.	NUMBER REQUIRED FOR D	ISPATCH	
26 - FIRE	PROTECTION				4. REMARKS OR EXC	EPTIONS	
19. ***	Lower Cargo Compartment Fire Detection/ Suppression Systems (All models and STC's) (Cont'd)						
***	11) Smoke Detectors (Continued)						
***	d) STC ST01804LA (-200)	С	10	5	(M) May be inoperative provi same loop are functional.	ded 2 FWD and 3	AFT in
***	12) Fault Panel (E & E Compartment, STCs ST01674AT, and ST01114WI Only)	D	1	0			
20.	Lower Cargo Compartment Fire Extinguisher System				Incorporated into item 26-19	in Revision 39.	
21.	Cabin Configuration Test Panel CARGO/ PASSENGER Lights (-700C and -700 Combi)	С	2	0	(M) May be inoperative provi a) EE Bay Mode Select in appropriate position configuration before b) Passenger Oxygen S be in appropriate posi- configuration before	tor Switch is verified in for intended airle each departure, a Shutoff Valve is vestition for intended	plane and erified to
22. ***	Galley Fire Detection System (Jet Aviation Engineering Services, (JAES)	С	1	0	(M) May be inoperative provi established and used to dead		re
23.	Galley Vent Fire Extinguisher System (STC ST09977)	С	1	0	(M) May be inoperative proviestablished and used to dead fan.		

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B-737				DAT	ΓΕ: 10/12/2009	26-21				
SYSTE SEQUE NUMBE	NCE ITEM	1.	2.	NUME	IUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
26 - FIR	RE PROTECTION				4. REMARKS OR EXCEPTIONS					
24. ***	Smoke Detectors (Jet Aviation Engineering Services, (JAES))									
	Equipment Cabinets	С	-	0	(M) May be inoperative provided all equiprocabinet is deactivated off.	nent in				
	Cabin Compartments	С	-	0	(O) May be inoperative provided associate compartment remains open and is continue monitored.					

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FEDERAL AVIATION	ON ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST	-
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B-737				DAT	ΓΕ: 08/01/2009 27-1	1
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUME	BER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
27 - FLIGHT CONT	TROLS				4. REMARKS OR EXCEPTIONS	
1. Stabilizer Electrical Operating (-100/-20	Trim g Light	С	1	0		
2. Takeoff V Horn syst					Deleted prior to Revision 27.	
3. Wing trail Flap Posi Indication						
1) Mecha Asymi Proted -200)		С	1	1	(O) Left Flap position indication may be inoperative provided proper flap operation is verified prior to each takeoff.	
	Edge Flap/ tion Light	С	2	1	(M) Forward panel lights or annunciator panel may be inoperative. If forward panel lights are inoperative, annunciator panel must be used to verify proper LED position, and a placard must be installed to indicate proper positions for flap configuration in use.	
1) Leadii Slat Ir (-100/	ndications	С	6	5	 (O) Indication lights on forward panel and in addition indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, and c) All remaining indications on overhead annunciator panel operate normally. 	
2) Leadii Slat Ir (-300/	ndications	С	6	5	 (M)(O) Indication lights on forward panel and in addition indication lights for one leading edge slat on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally. 	

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SYSTEM & 1. SEQUENCE ITEM NUMBER	2.	NUMB	ER INSTALLED			
		3.	NUMBER REQUIRED FOR DISPAT	СН		
27 - FLIGHT CONTROLS			4. REMARKS OR EXCEPTIO	NS		
 Leading Edge Flap/ Slat Position Light Systems (Cont'd) 						
3) Leading Edge C Slat Indications (-400)	6	5	(M)(O) Indication lights on forward addition indication lights for one lead except for slats 3 and 4, on overhead panel may be inoperative provided: a) Normal operation is verified before each takeoff and lare by Maximum speed is limited at/below FL 200 or .65 Mac c) All remaining indications or annunciator panel operate dynamics of the state of the sta	ding edge s ad annuncia d by flight cr ading, to 300 KIAS ch above FL a overhead normally, ar both system	slat, ator ew S . 200,	
4) Leading Edge C Slat Indications (-600/-700)	8	7	(M)(O) Indication lights on forward addition indication lights for one lead except for slats 4 and 5, on overhead panel may be inoperative provided: a) Normal operation is verified before each takeoff and lard b) Maximum speed is limited at/below FL 200 or .65 Mac c) All remaining indications or annunciator panel operated by Stall warning operation of the verified to operate normally	ding edge s ad annuncia d by flight cr ading, to 300 KIAS ch above FL a overhead normally, ar both system	slat, ator ew s . 200,	
5) Leading Edge C Slat Indications (-800)	8	7	(M)(O) Indication lights on forward addition indication lights for one lead except for slats 3, 4, 5 and 6, on own panel may be inoperative provided: a) Normal operation is verified before each takeoff and lard by Maximum speed is limited at/below FL 200 or .65 Mac c) All remaining indications or annunciator panel operate dynamication of the verified to operate normally (Continued)	ding edge sterhead annot by flight cruding, to 300 KIAS ch above FL noverhead normally, arooth system	slat, unciator ew s . 200,	

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	L AVIATION ADMINI		_	V	MASTER MINIMUM EQUIPMENT LIST
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SYSTEM SEQUEN NUMBER	NCE ITEN	1. I	2.		ER INSTALLED
NONBLI	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH
27 - FLIGHT CONTROLS					4. REMARKS OR EXCEPTIONS
4.	Leading Edge Flap/ Slat Position Light Systems (Cont'd)				
	6) Leading Edge Slat Indications (-900)	С	8	7	 (M)(O) Indication lights on forward panel and in addition indication lights for one leading edge slat, except for slats 2, 3, 4, 5, 6 and 7, on overhead annunciator panel may be inoperative provided: a) Normal operation is verified by flight crew before each takeoff and landing, b) Maximum speed is limited to 300 KIAS at/below FL 200 or .65 Mach above FL 200, c) All remaining indications on overhead annunciator panel operate normally, and d) Stall warning operation of both systems is verified to operate normally.
5.	Flight Control Low Pressure Lights (A and B) Systems (-100/-200)	С	2	0	May be inoperative provided warning lights, hydraulic pressure and quantity indicators operate normally.
6.	Mach Trim System				Moved to Item 22-5 prior to Revision 27.
7. ***	Auto Speed Brake System				
	1) (All Models except -800 with Short Field Performance (SFP) Option and -900ER)	С	1	0	 (M)(O) May be inoperative provided: a) System is deactivated, and b) Operations are conducted in accordance with AFM, and c) For models with Blended Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.
	2) (-800SFP and -900ER)	С	1	0	 (M)(O) May be inoperative provided: a) System is deactivated, b) Appropriate performance adjustments are applied, and c) For models with Blended Winglet with Speed Brake Load Alleviation System, Speed Brake Load Alleviation System is considered inoperative.

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SYSTEN SEQUEI NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED		
	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH		
27 - FLIGHT CONTROLS					4. REMARKS OR EXCEPTIONS		
8.	Flap Load Limiter System						
***	1) -100/-200	С	1	0	 (M) May be inoperative provided: a) Flaps are verified to operate normally throughout their full range before each departure, and b) Flaps are not extended beyond Flaps 30 at gross weights above 98,000 lbs. (44,453 kg). 		
	2) -300/-400/-500	С	1	0	May be inoperative provided flaps are not extended beyond Flaps 30.		
	3) -600	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,830 lbs. (42,560 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,040 lbs. (47,645 kg).		
	4) -700	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,480 lbs. (42,401 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,403 lbs. (47,356 kg).		
	5) -800 without Short Field Performance (SFP) Option	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 93,995 lbs. (42,635 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 104,875 lbs. (47,570 kg).		
	6) -800 with Short Field Performance (SFP) Option	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 95,800 lbs. (43,454 kg), b) Flaps are not extended beyond Flaps 15 at gross weights above 105,000 lbs. (47,627 kg), and c) Flaps are not extended beyond Flaps 10 at gross weights above 135,800 lb (61,597 kg). (Continued)		

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SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	SER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
27 - FLIG	GHT CONTROLS				4. REMARKS OR EXCEPTIONS					
8.	Flap Load Limiter System (Cont'd)									
	7) -900	С	1	0	May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at gross weights above 94,760 lbs. (42,982 kg), and b) Flaps are not extended beyond Flaps 15 at gross weights above 105,130 lbs. (47,686 kg).					
	8) -900ER	C	1	0	 May be inoperative provided: a) Flaps are not extended beyond Flaps 30 at landing gross weights above 105,800 lbs. (47,990 kg), b) Flaps are not extended beyond Flaps 15 at landing gross weights above 113,400 lbs. (51,437 kg), c) Flaps are not extended beyond Flaps 10 at landing gross weights above 135,600 lb (61,507 kg), d) Flaps are not extended beyond Flaps 15 at takeoff gross weights above 155,600 lbs. (70,578 kg), and e) Flaps are not extended beyond Flaps 5 at takeoff gross weights above 176,000 lbs (79,832 kg). 					
9.	Control Wheel Trim Switch Systems	В	2	1	One may be inoperative on non-flying pilot's side provided stabilizer trim system operates normally on flying pilot's side.					
10.	FEEL DIFF PRESS Light System	В	1	0	 (M) May be inoperative provided: a) Elevator Feel system is verified to operate normally, and b) Verification is repeated each flight day. 					
11.	Auto Slat Fail Light System (-300/-400/ -500/-600/-700/-800/ -900)	С	1	0	 (M) May be inoperative provided: a) Auto slat systems are verified to operate normally, and b) Verification is repeated every two flight days. 					
12.	Auto Slat Systems (-300/-400/-500/ -600/-700/-800/ - 900)	С	2	1	 (O) One system may be inoperative provided: a) Remaining auto slat system is checked to operate normally, and b) Auto slat fail light operates normally. 					

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B-737			DAT	E: 08/01/2009		27-6
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			3.	NUMBER REQUIRED FOR DISPATO	СН	
27 - FLIGHT CONTROLS				4. REMARKS OR EXCEPTION	NS	
13. Stall Warning Systems						
1) (-200/-300/400/ -500/-600/-700/ -800/-900 without Blended Winglet) (-300/-500 with Blended Winglet)	С	-	1	(M) One may be inoperative provide system is verified to operate normal departure.		
2) (-700/800/-900 with Blended Winglet without Speedbrake Load Alleviation System)	С	2	1	(M) One may be inoperative provide system is verified to operate normal departure.		
3) (-700/-800/- 900ER with Blended Winglet with Speedbrake Load Alleviation System)	С	2	1	(M) No. 1 SMYD may be inoperative remaining stall warning system is venormally before each departure.		perate
a) (-700)	C	2	1	 (M) No. 2 SMYD may be inoperative a) Remaining stall warning systoperate normally before each by Speedbrake handle forces a full down position to full up c) Airspeed does not exceed 2 inflight gross weight is in excluded by (64,863 kg.), and d) Severe turbulent air penetral KIAS or 0.76 Mach, whiche inflight gross weight is in excluded by (64,863 kg.). (Continued) 	stem is veri ch departurate normal position, 265 KIAS was cess of 143 ation speed ver is lowe	ified to re, from when 3,000 I is 265 r, when

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SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUME	BER INSTALLED					
				3.	NUMBER REQU	JIRED FOR DISPA	ГСН			
27 - FLIGHT CONTF	ROLS				4. REMAI	RKS OR EXCEPTION	ONS			
with Sp	Cont'd) 300/-									
	i) (Con't)									
a) (-700	D) (Cont'd)	С	2	1	a) Remai operat b) Speed full do	'D may be inoperationing stall warning stall warning stall warning stall warning stall before each brake handle forces wan position to full uposition to full was not each kg).	ystem is ver ach departu s are norma o position, a	rified to Ire, I from nd		
b) (-80	0)	С	2	1	a) Remaioperate operate b) Speed full do c) Airspeinflight lbs (70 d) Severe KIAS conflight	'D may be inoperationing stall warning stall warning stall warning stall warning stall warning stall before eather and the stall was a stall warning stall be a stall warning stall warn	ystem is ver ach departures are norma o position, 265 KIAS vexcess of 15 ration speed	rified to lire, I from when 55,000 d is 265 er, when		
		С	2	1	a) Rema operat b) Speed full do	'D may be inoperationing stall warning stall warning stall warning stall warning stall before each of the control of the contr	ystem is ver ach departu s are norma o position, a	rified to Ire, I from nd		

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1. ITEM	2.	NUME						
		3.	NUMBER	R REQUIRED FOR DISPAT	СН			
3			4.	REMARKS OR EXCEPTION	NS			
d) nglet orake ition on't)								
C	2	1	a) b) c)	Remaining stall warning sy operate normally before ea Speedbrake handle forces full down position to full up Airspeed does not exceed inflight gross weight is in e lbs (77,110 kg.), and Severe turbulent air penet KIAS or 0.76 Mach, which	vstem is ver ach departulare normal position, 265 KIAS w xcess of 17 ration speed ever is lowe	ified to re, from vhen 0,000 d is 265 rr, when		
C	2	1	a) b)	Remaining stall warning sy operate normally before ea Speedbrake handle forces full down position to full up	stem is ver ach departu are normal position, ar	ified to re, from nd		
	1. ITEM	TITEM 1. 2. Indicate the property of the pro	TITEM 1. 2. NUME 3. d) Inglet brake tion on't) C 2 1	REVISION NO DATE: 1. 2. NUMBER INST 3. NUMBER inst 4. (M) No a) b) c) C 2 1 (M) No a) b) c)	REVISION NO: DATE: 08/01/2009 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPAT 4. REMARKS OR EXCEPTION (M) No. 2 SMYD may be inoperative and an Remaining stall warning symperate normally before each of inflight gross weight is in elbs (77,110 kg.), and d) Severe turbulent air penetic KIAS or 0.76 Mach, which inflight gross weight is in elbs (77,110 kg.). C 2 1 (M) No. 2 SMYD may be inoperative and d) Severe turbulent air penetic KIAS or 0.76 Mach, which inflight gross weight is in elbs (77,110 kg.). C 2 1 (M) No. 2 SMYD may be inoperative and Remaining stall warning symperate normally before each speedbrake handle forces full down position to full up c) Takeoff weight does not except full down position to full up c) Takeoff weight does not except full down position to full up c) Takeoff weight does not except full down position to full up contact for the full to the full	REVISION NO: 53 DATE: 08/01/2009 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS d) C 2 1 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is ver operate normally before each departu b) Speedbrake handle forces are normal full down position to full up position, c. Airspeed does not exceed 265 KIAS vinflight gross weight is in excess of 17 lbs (77,110 kg.), and d) Severe turbulent air penetration speed KIAS or 0.76 Mach, whichever is lowe inflight gross weight is in excess of 17 lbs (77,110 kg.). C 2 1 (M) No. 2 SMYD may be inoperative provided: a) Remaining stall warning system is ver operate normally before each departu b) Speedbrake handle forces are normal full down position to full up position, at c. Takeoff weight does not exceed 171,5		

US DEF	PARTMENT OF TRANSI	POR1	ΙΟΙΤΑΤ	N						
	L AVIATION ADMINIST			•	MASTER MINIMUM EQUIPME	NT LIST				
AIRCRA				REV						
B-737					REVISION NO : 53 PAGE DATE: 08/01/2009 27-9					
SYSTEM	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED					
NUMBE	Χ			3.	NUMBER REQUIRED FOR DISPATCH					
27 - FLIG	GHT CONTROLS				4. REMARKS OR EXCEPTIONS					
14.	Rudder Trim Indicator									
	1) (-600/-700/-800/ -900)	С	1	0	 (O) May be inoperative provided: a) Control Surface Position Indicating Syinstalled and operates normally, b) Rudder trim actuator is checked to opnormally, and c) Rudder trim is checked to be centered each departure. 	erate				
	2) (All models, upon incorporation Boeing Service bulletin 737-27-1252, 737-27-1253, or 737-27-1255, or production equivalent)	С	1	0	(O) May be inoperative provided: a) Rudder trim actuator is checked to op normally, and b) Rudder trim is checked centered befo departure.					
15. ***	Mechanical Flaps Position 30 Stop (100/-200 Modified by STC ST00131SE)	С	1	0						
16.	SPEED BRAKE/ SPEEDBRAKES EXTENDED Light									
***	1) (-300/-400/-500)	D	1	0						
	2) (-600/-700/-800/ -900)	С	1	0	(M) May be inoperative provided speedbrakes verified to operate normally.	are				
17.	Wheel to Rudder Interconnect System (WTRIS) (-600/-700/-800/ -900)	С	1	0						
18. ***	Control Surface Position Indicating System	С	1	0						

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	PARTMENT OF TRANS			N			- OD. 4-	
	AL AVIATION ADMINIST	RAII	ON	-		ER MINIMUM	1	
AIRCRA	AFT:				ISION NO :		53	PAGE:
B-737				DAT	E: 0	08/01/2009		27-10
SYSTEM SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED	FOR DISPAT	СН	
27 - FLI	GHT CONTROLS				4. REMARKS O	R EXCEPTIO	NS	
19.	Rudder Pressure Reducer (RPR) System (-100/-200/ -300/-400/-500)	С	1	0	(M)(O) May be inopel a) RPR system b) RPR valve is output.	is deactivated	l, and	ressure
20. ***	Speed Brake Load Alleviation System							
	1) -700/-800 with Blended Winglet STC ST00830SE							
	a) -700	С	1	0	(M)(O) May be inoped a) Speedbrake hat down to full up b) Airspeed does inflight gross w (64,863 kg), c) Severe turbulen KIAS or 0.76 M inflight gross w (64,863 kg), an d) Automatic Specinoperative.	andle forces ar position, not exceed 26 eight is in exce nt air penetrati lach whicheve eight is in exce id	re normal from the set of 143,0 to speed is in speed is in set of 143,0 to set	en 000 lbs s 265 when 000 lbs
		С	1	0	(M) May be inoperative a) Speedbrake hat down to full up b) Takeoff weight (65,090 kg).	andle forces ar position, and		
	b) -800	С	1	0	(M)(O) May be inoperated a) Speedbrake hat down to full up b) Airspeed does inflight gross w (70,306 kg), c) Severe turbuler KIAS or 0.76 M inflight gross w (70,306 kg), and Automatic Specinoperative.	andle forces ar position, not exceed 26 eight is in exce nt air penetrati lach whicheve eight is in exce d	re normal from the sess of 155,0 ion speed is resistance, very sess of 155,0	en 000 lbs s 265 when 000 lbs
					(Continued)			

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FEDERAL AVIATION ADMINIST	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:				VISION NO: 53 PAGE					
B-737 SYSTEM & 1.		DA	TE: 08/01/2009 27-11						
SEQUENCE ITEM NUMBER		2.	NUME	BER INSTALLED					
			3.	NUMBER REQUIRED FOR DISPATCH					
27 - FLIGHT CONTROLS				4. REMARKS OR EXCEPTIONS					
20. Speed Brake Load *** Alleviation System (Cont'd)									
1) -700/-800 with Blended Winglet STC ST00830SE (Cont'd)									
b) -800 (Cont'd)	С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 155,500 lbs. (70,533 kg). 					
2) -300/-500 with Blended Winglet STC ST01219SE	С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to the full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 125,000 lbs (56,699 kg.), and c) Severe turbulent air penetration speed is 265 KIAS or 0.73 Mach whichever is lower, when inflight gross weight is in excess of 125,000 lbs (56,699 kg.). 					
	C	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from full down to full up position, and b) Takeoff weight does not exceed 126,500 lbs. (57,380 kg). (Continued) 					

U.S. DE	PARTMENT OF TRANS	SPOR	TATIO	N						
FEDER	AL AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	AFT:			RE\	VISION NO: 53 F	PAGE:				
B-737				DAT	TE: 08/01/2009	27-12				
SYSTEI SEQUE NUMBE	NCE ITEM	1.	2.	NUME	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
27 - FLIGHT CONTROLS					4. REMARKS OR EXCEPTIONS					
20.	Speed Brake Load Alleviation System (Cont'd)									
	3) -900ER with Blended Winglet	С	1	0	 (O)(M) May be inoperative provided: a) Speedbrake handle forces are normal from down to full up position, b) Airspeed does not exceed 265 KIAS when inflight gross weight is in excess of 170,000 (77,110 kg.), and c) Severe turbulent air penetration speed is 26 KIAS or 0.76 Mach whichever is lower, whe inflight gross weight is in excess of 170,000 (77,110 kg.), and d) Automatic Speedbrake System is considere inoperative. 	lbs 65 n lbs				
		С	1	0	 (M) May be inoperative provided: a) Speedbrake handle forces are normal from down to full up position, and b) Takeoff weight does not exceed 170,500 lbs (77,337 kg.). 					
21.	STBY RUD ON light (Boeing Service Bulletin 737-27A- 1279, 737-27- 1252R3, 737-27- 1253R3, 737-27- 1255R3, or production equivalent incorporated)	С	1	0	 (M)(O) May be inoperative provided: a) Rudder is verified to operate normally on hydraulic systems A and B independently, b) Standby hydraulic pump is verified to operations normally, and c) Rudder force fight monitor is deactivated. 	te				
22. ***	Quiet Wing Flaps 1* System (STC ST01535SE Only)									
	1) -200	С	1	0	 May be inoperative provided: a) Flaps 1* control switch is positioned in UP position, b) System is deactivated by pulling and collari circuit breaker MS3320-3, c) Appendix QWS001 "Flaps 1* High Altitude is not used, and d) All other aspects of QWS supplement are followed. NOTE: c/b MS3320-3 is located on P6-2 panel. 					

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	L AVIATION ADMINIST			•	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA				REV	ISION NO: 53 PAGE:				
B-737				DAT					
SYSTEM	ICE ITEM	1.	2.	NUMB	IUMBER INSTALLED				
NUMBER	R			3.	NUMBER REQUIRED FOR DISPATCH				
28 - FUE	L				4. REMARKS OR EXCEPTIONS				
1.	Fuel Boost Pumps (Main Tanks)								
	1) (-100/-200/-300/ -400/-500) (All pumps except Plessey 8240 MK I & MK II)								
	a) Aft Pumps	С	2	1	 (O) One may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs (3,402 kg.), and 				
					c) A minimum fuel quantity of 2,500 lbs. (1,134 kg.) is maintained in associated tank.				
	b) Forward Pumps	С	2	1	 (O) One may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs (2,177 kg.), and c) A minimum fuel quantity of 1,800 lbs. (817 kg.) is maintained in associated tank. 				
	2) (-100/-200/-300) (Plessey 8240 MK I & MK II)								
	a) Aft Pumps	С	2	1	 (O) Except for ER operations, one may be inoperative provided: a) Both main tank forward pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 7,500 lbs (3,402 kg.), and c) A minimum fuel quantity of 2,500 lbs. (1,134 				
	b) Forward Pumps	С	2	1	kg.) is maintained in associated tank. (O) Except for ER operations, one may be inoperative provided: a) Both main tank aft pumps operate normally, b) At start of takeoff, fuel quantity in associated tank is not less than 4,800 lbs (2,177 kg.), and c) A minimum fuel quantity of 1,800 lbs. (817 kg.) is maintained in associated tank.				
					(Continued)				

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	L AVIATION ADMINIS			•	MASTER MINIMUM	EOLIIDMEN	NT LIST		
AIRCRA			OI1	DEV	REVISION NO: 53				
B-737					DATE: 08/01/2009				
SYSTEM	1 &	1.			DATE: 08/01/2009 28-2 NUMBER INSTALLED				
SEQUEN NUMBER			2.	NOMB	EK INSTALLED				
NOWIDER	<u> </u>			3.	NUMBER REQUIRED FOR DISPAT	СН			
28 - FUE	ı				4. REMARKS OR EXCEPTION	NS			
20 102					TEMPLICATION OF EXCENTION				
1.	Fuel Boost Pumps (Main Tanks) (Cont'd)								
	3) (-600/-700/-800/ -900)								
	a) Aft Pumps	С	2	1	 (O) Except for ER operations beyo one may be inoperative provided: a) Both main tank forward punormally, b) At start of takeoff, fuel quatank is not less than 7,500 c) A minimum fuel quantity of kg.) is maintained in association. 	mps operate ntity in asso lbs (3,402 k 2,500 lbs. (e ciated g,), and		
	b) Forward Pumps	С	2	1	(O) Except for ER operations beyo one may be inoperative provided: a) Both main tank aft pumps of takeoff, fuel quatank is not less than 4,800 c) A minimum fuel quantity of is maintained in associated	operate norn ntity in asso lbs (2,177 k 1,800 lbs. (mally, ciated (g.), and		
2.	Fuel Boost Pumps (Center Tank)	С	2	1	May be inoperative provided tank r	emains emp	oty.		
		C	2	1	(O) May be inoperative with center provided: a) Fuel quantity remaining in adequate to reach a suitable remaining center pump fail b) Zero fuel weight calculation weight of center tank fuel, c) Effect on airplane balance, cannot be used is accounted d) LOW PRESSURE light of the tank pump operates normally.	main wing to le airport if s at any time as are adjust in event fue ed for, operating ce ally, and	anks is e, ted by el enter fuel		
					(Continued)				

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FEDERA	AL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	NFT:			RE\	REVISION NO: 53 PAGE:					
B-737				DAT	E: 08/01/2009 28-3					
SYSTEM	NCE ITEM	1.	2.	NUME	BER INSTALLED					
NUMBE	K			3.	NUMBER REQUIRED FOR DISPATCH					
28 - FUE	EL				4. REMARKS OR EXCEPTIONS					
2.	Fuel Boost Pumps (Center Tank) (Cont'd)	С	2	0	May be inoperative provided: a) Center tank quantity indication operates normally, and b) Center tank remains empty, or zero fuel weight calculations are adjusted by weight of center tank fuel.					
					NOTE: AFM limitations for fuel loading must be observed.					
	1) Universal Fault Interrupter (UFI) (STC ST01844LA, - 300 Only)	С	2	0	May be inoperative provided associated Center Tank Boost Pump is considered inoperative.					
3.	Fuel Boost Pump Low Pressure Warning Light Systems									
	Main Tank Pump Low Pressure Warning Light Systems	С	4	3	(M)(O) May be inoperative provided: a) Associated fuel pump is not used, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally.					
	a) Main Tank Pump Lights	С	4	3	May be inoperative provided: a) Both pumps in associated tank operate normally. b) Associated tank quantity indicator operates normally.					
		С	4	3	May be inoperative for an associated inoperative pump.					
	2) Center Tank Pump Low Pressure Warning Light Systems	С	2	1	 (M)(O) May be inoperative provided: a. Associated fuel pump is not used. b. MASTER CAUTION lights and FUEL system annunciator light are verified to operate normally. 					
		С	2	0	May be inoperative provided: a) Center tank fuel is not required for flight, b) Center tank fuel boost pumps are turned off, and c) Center tank remains empty, or zero fuel weight calculations are adjusted by weight of center tank fuel. 					

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	L AVIATION ADMINIST	KAII	ON	DEV	MASTER MINIMUM EQUIPME	PAGE:
AIRCRA	FI:				REVISION NO: 53	
B-737 SYSTEM	Ι Ω.	1.		DAT	DATE: 08/01/2009	
SEQUEN NUMBER	ICE ITEM	'.	2.	NUMB	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
28 - FUE	L				4. REMARKS OR EXCEPTIONS	
3.	Fuel Boost Pump Low Pressure Warning Light Systems (Cont'd)					
	2) CenterTank Pump Low Pressure Warning Light Systems (Cont'd)					
	a) Center Tank Pump Lights	С	2	0	(M)(O) May be inoperative provided: a) Center Tank Fuel Quantity Indicator normally, and b) MASTER CAUTION lights and FUEL system annunciator light are verified to operate recommendation.	stem
4.	APU Fuel Valve	С	1	0	(M)(O) Except for ER operations, may be ino provided: a) APU is not used, and b) Valve is deactivated closed.	perative
5.	Crossfeed VALVE OPEN Light	С	1	0	 (M) Except for ER operations, may be inoperated; a) Crossfeed valve is verified to operated normally, b) Fuel quantity indication for both main operates normally.)
6.	Flight Deck Fuel Quantity Indicators (Main Tanks)	С	2	1	 (M)(O)Except for ER operations, one may be inoperative provided: a) All boost pumps in associated tank of normally, b) Fuel flow meters operate normally, c) Center tank indicator operates normally, d) Flight crew periodically computes fuel remaining, or checks fuel remaining apre-computed fuel burn chart, and e) Fuel quantity in associated main tank verified by an acceptable procedure. 	perate ally, sl against a

U.S. DEF	PARTMENT OF TRANS	PORT	TATION	ı				
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			R	REVISION NO: 53 PAGE:			
B-737				D	DATE: 08/01/2009 28-5			
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NU	UMBER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
28 - FUE	L				4. REMARKS OR EXCEPTIONS			
7.	Flight Deck Fuel Quantity Indicator (Center Tank)							
	1) (-100 and 600/ -700/-800/-900)	С	1	0	May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.			
	2) (-200/-300/-400/ -500)	С	1	0	(M) May be inoperative provided: a) One center tank boost pump operates normally, and b) Center tank remains empty.			
	3) (-100/-200/-300/- 400/-500)	С	1	0	 (M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure. 			
	4) (-600/-700/-800/ -900 with Boeing Service Bulletin 737-28A1206 or production equivalent installed)	С	1	0	(M) Except for ER operations, may be inoperative provided: a) Both center tank boost pumps operate normally, and b) Fuel quantity in center tank is verified by an acceptable procedure.			
8.	Fuel Temperature Indicator	С	1	0	May be inoperative provided Total Air Temperature or Ram Air Temperature is substituted as an indication of fuel temperature.			
9.	Fuel Quantity Totalizer	С	1	0	0			

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			REV	ISION NO: 53	PAGE:		
B-737				DAT	DATE: 08/01/2009			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED			
	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH			
28 - FUE	L				4. REMARKS OR EXCEPTIONS			
10.	Pressure Fueling System	С	1	0	(M) May be inoperative provided alternate proc are established and used.	edures		
	Fueling Manifold Check Valves	С	-	0	(M) May be inoperative provided associated Fu Shutoff Valve is verified to operate normally.	ıeling		
	Fueling Shutoff Valves	С	-	0	 (M) May be inoperative closed provided: a) Associated Fueling Manifold Check Valoperates normally, and b) Alternate procedures are established au used. 			
	3) Refuel Panel Fueling Power Control Switch	С	1	0	May be inoperative off provided refuel panel included test switch operates normally in AUX FUELING POWER CONTROL position or FUEL DOOR SWITCH BYPASS position as applicable.			
11. ***	Fueling Bay Fuel Cap	D	1	0				
12.	Refueling Control Panel Quantity Indicators	С	-	0	(M) May be inoperative provided fuel quantity is verified by an acceptable procedure.	3		
13.	Manually Operated De-fueling Valve				Deleted prior to Revision 27.			
14.	Aft Auxiliary Fuel Tank Boost Pumps (Boeing Aux Tank)	С	2	1	 (O) One may be inoperative provided: a) Fuel quantity in other tanks is adequate reach an alternate destination if remain pump fails at any time, and b) Fuel in tank is included as part of zero f weight. 	ning		
		С	2	0	May be inoperative provided tank remains emp	oty.		
		С	2	0	May be inoperative provided fuel in tank is inclupart of zero fuel weight.	ded as		

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AIRCR		11/7/11	011	RF	VISION NO: 53 PAGE		
B-737	A. 1.				TE: 08/01/2009 28-7		
SYSTE SEQUE	YSTEM & 1. 2. EQUENCE ITEM JMBER		<u> </u>	NUMBER INSTALLED			
			3.	NUMBER REQUIRED FOR DISPATCH			
28 - FU	EL				4. REMARKS OR EXCEPTIONS		
15. ***	Flight Deck Fuel Quantity Indicators (Aft Auxiliary Tank)						
1) Boeing Tank Indicator (Boost Pump Transfer System)		С	1	0	(M)(O) May be inoperative provided both boost pumps operate normally when tank is fueled.		
	Cycloniy	С	1	0	May be inoperative provided tank remains empty.		
	2) Rogerson/PATS Tank Indicator (Pressurized Transfer System)	С	1	0	 (M)(O) May be inoperative provided: a) Both auxiliary fuel transfer systems operate normally, b) Flight deck center tank fuel quantity indicator operates normally, c) Tank is emptied and serviced with a known quantity of fuel, and d) AFM normal procedures are used for in-flight fuel transfer. 		
		С	1	0	May be inoperative provided tank remains empty.		
16.	Fuel Measuring Sticks/Dripsticks	С	-	0	(M) May be inoperative or broken/missing provided fuel quantity is determined by other acceptable means.		
17. ***	Fuel Scavenge System	С	1	0	May be inoperative with fuel scavenge shutoff valve closed.		
		С	1	0	(O) May be inoperative with fuel scavenge shutoff valve open provided No. 1 Main Fuel Tank forward boost pump remains off.		
		С	1	0	May be inoperative with fuel scavenge shutoff valve open provided center tank remains empty.		
18. ***	Aft Auxiliary Tank Pressurized Transfer System (Rogerson/PATS Aux Tank)	С	2	1	 (O) One may be inoperative provided: a) Remaining transfer system operates normally, b) Fuel quantity in other tanks is adequate to reach an alternate destination if remaining valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight. 		
		С	2	0	May be inoperative provided tank remains empty.		

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May be inoperative provided fuel in tank is included as part of zero fuel weight.

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	L AVIATION ADMINIST	RAII	ON	1	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	FT:				Sision NO: 53 PAGE:
B-737 SYSTEM	ı o	1.		DAT	E: 08/01/2009 28-8
SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FUE	L				4. REMARKS OR EXCEPTIONS
19. ***	Aft Auxiliary Tank Refueling Valves (Rogerson Aux Tank)	С	2	1	(O) One may be inoperative provided: a) Remaining refueling valve operates normally, and b) Automatic refueling shutoff system operates normally.
20	Aft Auxiliary Tank LOW PRESSURE/ TRANSFER Lights (Rogerson Aux Tank)	С	2	1	(O) One may be inoperative provided: a) Auxiliary fuel tank indicator operates normally, and b) Automatic transfer system operates normally.
		С	2	0	(O) May be inoperative for an associated inoperative fuel transfer system.
21.	Fuel Quantity Test Switches				
	1) Digital System	С	-	0	
	2) Analog System (-100/-200/-300)				
	a) Flight Deck	С	1	0	(M) May be inoperative provided associated fuel quantity indicators are verified to operate normally once each flight day.
	b) Fueling Panel	С	-	0	(M) May be inoperative provided associated fuel quantity is verified by an acceptable procedure.
22.	FUEL/SPAR VALVE CLOSED Lights				
	1) FUEL VALVE CLOSED Lights (-100/-200/-300/ -400/-500)	С	2	0	 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.
	2) SPAR VALVE CLOSED Lights (-600/-700/-800/ -900	С	2	0	 (M) May be inoperative provided: a) Associated valve is verified to operate normally, and b) Crossfeed VALVE OPEN light operates normally.

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST			
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B-737				DAT	DATE: 08/01/2009			
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED			
			3.	NUMBER REQUIRED FOR DISPATCH				
28 - FUEL					4. REMARKS OR EXCEPTIONS			
23.	Fuel Summation Unit (FSU) (-200/-300/-400/ -500)							
	1) PDCS	С	1	0	(M)(O) May be inoperative provided PDCS fu requiring gross weight are not used.	nctions		
	2) FMCS (Software Update 7.4 and prior)	С	1	0	(M)(O) May be inoperative provided: a) FMCS functions requiring gross weig not used, and b) AFDS VNAV mode is not used.	ht are		
	3) FMCS (Software Updates 7.5, 8.5, and 10.x)	С	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.			
24.	Refuel Panel Fueling Power Control Switch				Incorporated as a sub-item in 28-10 Rev 47a.			
100.	Forward Auxiliary Fuel System Transfer Valves (PATS, -600/-700/ -800)	В	2	1	 (M)(O) One may be inoperative provided: a) Inoperative Fwd Aux tank transfer valve verified "closed" and remains closed, b) Remaining Fwd Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate reach an alternate destination if remains transfer valve fails at any time, and d) Fuel in tank is included as part of zeroweight. 	e e to ining		
		С	2	0	May be inoperative provided Fwd Aux tank re empty.	mains		
		С	2	0	May be inoperative provided fuel in Fwd Aux t included as part of zero fuel weight.	ank is		
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	AL AVIATION ADMINIST			V	MASTER MINIMUM EQUIPMENT LIST				
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B-737	AF 1.			DAT					
SYSTEM	1 &	1.							
	SEQUENCE ITEM Number		2.	NOMB	NUMBER INSTALLED				
NOMBER				3.	NUMBER REQUIRED FOR DISPATCH				
28 - FUE	EL.				4. REMARKS OR EXCEPTIONS				
101.	Forward Auxiliary Fuel System Vent Valves (PATS, -600/ -700/-800)	В	2	1	 (M)(O) One may be inoperative provided: a) Remaining Fwd Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight. 				
		С	2	0	May be inoperative provided Fwd Aux tank remains empty.				
		С	2	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.				
102. Forward Auxiliary C Fuel System Bleed Air Valve (PATS, -600/-700/-800)		С	1	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Fwd Aux fuel quantity indicator operates normally. 				
		С	1	0	May be inoperative provided Fwd Aux tank remains empty.				
		С	1	0	May be inoperative provided fuel in Fwd Aux tank is included as part of zero fuel weight.				
103.	Aft Auxiliary Fuel System Transfer Valves (PATS, -600/-700/-800)	В	2	1	 (M)(O) One may be inoperative provided: a) Inoperative Aft Aux tank transfer valve is verified "closed" and remains closed, b) Remaining Aft Aux tank transfer valve operates normally, c) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining transfer valve fails at any time, and d) Fuel in Aft Aux tank is included as part of zero fuel weight. 				
		С	2	0	May be inoperative provided Aft Aux tank remains empty.				
		С	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.				

U.S. DE	EPARTMENT OF TRANS	POR	TATIO	N	
FEDER	RAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCR	AFT:			RE	VISION NO: 53 PAGE
B-737				DA ⁻	TE: 08/01/2009 28-11
SYSTEM & 1. SEQUENCE ITEM NUMBER		1.	2.	NUMI	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
28 - FL	JEL				4. REMARKS OR EXCEPTIONS
104.	Aft Auxiliary Fuel System Vent Valves (PATS, -600/ -700/ -800)	В	2	1	 (M)(O) One may be inoperative provided: a) Remaining Aft Aux tank vent valve operates normally, b) Fuel quantity in main tanks is adequate to reach an alternate destination if remaining vent valve fails at any time, and c) Fuel in tank is included as part of zero fuel weight.
		С	2	0	May be inoperative provided Aft Aux tank remains empty.
		С	2	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.
105.	Aft Auxiliary Fuel System Bleed Air Valve (PATS, - 600/-700/-800)	С	1	0	May be inoperative provided: a) Both air conditioning packs operate normally, b) Cabin pressure control system operates normally, and c) Aft Aux fuel quantity indicator operates normally.
		С	1	0	May be inoperative provided Aft Aux tank remains empty.
		С	1	0	May be inoperative provided fuel in Aft Aux tank is included as part of zero fuel weight.
106.	Auxiliary Fuel System Isolation Valve Open Light (PATS, -600/-700/ -800)	С	1	0	(M) May be inoperative provided isolation valve is visually verified open before each flight.
107.	Auxiliary Fuel System Isolation	С	1	0	(M) May be inoperative provided isolation valve is visually verified closed before each auxiliary refueling.

(PATS, -600/-700/

Auxiliary Fuel

-700/-800)

System Isolation Valve (PATS, -600/

С

1

0

(M) May be inoperative provided:

a) Isolation valve is safety wired in open

position, and
b) Electrical connector is capped for flight.

NOTE: Fuel remaining in auxiliary tanks may be used for flight.

-800)

108.

	PARTMENT OF TRANS			N				
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	FT:			REV	ISION NO: 53	PAGE:		
B-737				DAT	E: 08/01/2009	28-12		
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	NUMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH			
28 - FUE	L				4. REMARKS OR EXCEPTIONS			
109.	Auxiliary Tank Fueling Valves (PATS, -600/-700/ -800)							
	Forward Auxiliary Refueling Valve	С	1	0	(M) May be inoperative provided forward refue valve is verified "closed".	ling		
					NOTE 1: Auxiliary Fuel Tanks shall not be fuel refueling valve has been verified to o normally.			
					NOTE 2: Fuel remaining in tank may be used for flight.			
	Aft Auxiliary Refueling Valve	С	1	0	(M) May be inoperative provided Aft Refueling verified "closed".	ı valve is		
					NOTE 1: Auxiliary Fuel Tanks shall not be fueling valve has been verified to normally.			
					NOTE 2: Fuel remaining in tank may be used flight.	l for		
110.	Auxiliary Fuel System Alert Message Display (PATS, -600/-700/	С	2	1	(M) One may be inoperative provided transfer is verified to operate normally.	system		
	-800)	С	2	0	May be inoperative provided auxiliary tanks re empty.	emain		
		С	2	0	May be inoperative provided fuel auxiliary tank included as part of zero fuel weight.	ks is		
111.	Auxiliary Fuel Control Unit (PATS, -600/-700/-800)	С	1	0	(O) May be inoperative provided auxiliary fuel remain empty.	tanks		

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	ISION NO: 53	PAGE:			
B-737				DAT	DATE: 08/01/2009				
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMBER INSTALLED						
	·-			3.	NUMBER REQUIRED FOR DISPATCH				
28 - FUE	EL				4. REMARKS OR EXCEPTIONS				
112.	Auxiliary Fuel Low Level Float Switches (PATS, -600/-700/ -800)								
	Forward Tank System	С	2	1	(O) One low level switch may be inoperative p fuel quantity indicators operate normally.	provided			
		С	2	0	(O) May be inoperative provided tank remains	empty.			
		С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	5			
	2) Aft Tank System	С	2	1	(O) One low level switch may be inoperative p fuel quantity indicators operate normally.	orovided			
		С	2	0	(O) May be inoperative provided tank remains	empty.			
		С	2	0	(O) May be inoperative provided fuel in tank is included as part of zero fuel weight.	S			
113.	Auxiliary Fuel Processor (PATS, -600/-700/-800)	С	1	0	(O) May be inoperative provided auxiliary fuel remains empty.	tank			
114.	Auxiliary Fuel Pressure Switches (PATS, -600/-700/ -800)								
	Forward Tank Pressure Switches	С	2	1	(M) One may be inoperative provided: a) Failed pressure switch indicates low public by Pressurization system operates normal c) Air conditioning packs operate normal	ally, and			
		С	2	0	May be inoperative provided tank remains em	pty.			
		С	2	0	May be inoperative provided fuel in tank is inc part of zero fuel weight.	luded as			
					(Continued)				

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	PARTMENT OF TRA			N				
FEDERA	L AVIATION ADMIN	IISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST			
AIRCRA	AFT:			REVISION NO: 53				
B-737				DAT	E: 08/01/2009	28-14		
SYSTEN SEQUEI NUMBE	NCE ITE	1. 2.		NUMBER INSTALLED				
				3.	3. NUMBER REQUIRED FOR DISPATCH			
28 - FUE	EL				4. REMARKS OR EXCEPTIONS			
114.	Auxiliary Fuel Pressure Switches (PATS, -600/-700/ -800) (Cont'd)							
	2) Aft Tank Pressure Switches	С	2	1	(M) One may be inoperative provided: a) Failed pressure switch indicates le b) Pressurization system operates n c) Air conditioning packs operate no	ormally, and		
		С	2	0	May be inoperative provided tank remains	empty.		
		С	2	0	May be inoperative provided fuel in tank is part of zero fuel weight.	s included as		
115.	Center Tank Float Switches (PATS,		2	0	(O) May be inoperative provided auxiliary remain empty.	fuel tanks		
	-600/-700/-800)	С	2	0	(O) May be inoperative provided fuel in ta included as part of zero fuel weight.	nk is		
116.	Auxiliary Fuel Maintenance Switches (PATS, -600/-700/-800)	С	2	1	(M) One may be inoperative provided: a) Affected maintenance switch/indice in an open condition, and b) Remaining maintenance switch/in verified to operate normally.			
		С	2	0	May be inoperative provided auxiliary fuel remain empty.	tanks		
		С	2	0	May be inoperative provided fuel in tank is part of zero fuel weight.	s included as		
117.	Auxiliary Fuel Alert Switches (PATS, -600/-700/-800)	c C	2	1	(M) One may be inoperative provided: a) Affected alert switch/indicator is far open condition, and b) Remaining alert switch/indicator is operate normally.			
		С	2	0	May be inoperative provided auxiliary fuel remain empty.	tanks		
		С	2	0	May be inoperative provided fuel in tank is part of zero fuel weight.	s included as		

U.S. DEF	PARTMENT OF TRANSF	POR	TATION	٧			
FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMEN	T LIST	
AIRCRA	FT:			REV	ISION NO: 53	PAGE:	
B-737				DAT	E: 08/01/2009	28-15	
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	NUMBER INSTALLED			
			3.	NUMBER REQUIRED FOR DISPATCH			
28 - FUE	:L				4. REMARKS OR EXCEPTIONS		
118.	Auxiliary Fuel Test Switches (PATS, -600/-700/-800)	С	2	0	(M) May be open provided: a) Associated fuel quantity indicator display verified to operate normally before each and b) Alert message displays are verified to one normally before each flight.	flight,	
119.	Flight Deck Fuel Quantity Indicators (Auxiliary Tanks) (PATS, -600/-700/ -800)						
	Aft Auxiliary Tank System	С	2	1	(O) One may be inoperative provided transfer so operates normally and total fuel quantity on the is verified to be correct.		
		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.	;	
		С	2	0	May be inoperative provided fuel in tank is inclu part of zero fuel weight.	ded as	
	Forward Auxiliary Tank System	С	2	1	(O) One may be inoperative provided transfer sometimes operates normally and total fuel quantity on the is verified to be correct.		
		С	2	0	May be inoperative provided auxiliary fuel tanks remain empty.	;	
		С	2	0	May be inoperative provided fuel in tank is inclu part of zero fuel weight.	ded as	

IIS DEF	PARTMENT OF TRAN	SPORT	ΓΑΤΙΟΙ	N				
	L AVIATION ADMINIS		_	•	MASTER MINIMUM EQUIPME	NTLIST		
AIRCRA		711(/(11	<u> </u>	DEV				
B-737					REVISION NO : 53 PAGE DATE: 08/01/2009 29-1			
SYSTEM	1 &	1.	_			25 1		
SEQUE	NCE ITEM		2.	NUMB	BER INSTALLED			
NUMBE	Κ			3.	NUMBER REQUIRED FOR DISPATCH			
29 - HYD	PRAULICS				4. REMARKS OR EXCEPTIONS			
1.	Ground Inter- connect Valve (System A and B) (-100/-200)	С	1	0	(M) May be inoperative provided valve remain closed.	ıs		
2.	System B Pumps							
	1) (-100/-200)	С	2	1	Except for ER operations, one may be inoperate provided: a) Pressure indicator operates normally, b) Thrust reversers operate normally.			
	2) Engine Driven Hydraulic Pump Depressurization Function (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0				
3.	System Pressure Indications (A and B)							
	1) (-100/-200)	С	2	0	(O) May be inoperative provided: a) System pressure is checked from bra pressure indicator before each depart b) All hydraulic low pressure lights operanormally.	ture, and		
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	(O) One may be inoperative provided: a) System pressure is checked before eadeparture, and b) All hydraulic low pressure lights operations normally.			
4.	System A Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each depart			
5.	System B Pump Low Pressure Indication Systems	С	2	1	(O) One may be inoperative provided output of associated pump is checked before each depart			
6.	Hydraulic Brake Pressure Indicator				Moved to item 32-13, Revision 33.			

	DARTMENT OF TRANS	NDO D 7	- 4 - 1 - 0 -	. 1						
	PARTMENT OF TRANS			V		_				
	L AVIATION ADMINIST	IRAII	ON	<u> </u>	MASTER MINIMUM EQUIPMENT LIS					
AIRCRA	FT:				VISION NO: 53 PAG					
B-737				DAT	E: 08/01/2009 29-	-2				
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
29 - HYE	DRAULICS				4. REMARKS OR EXCEPTIONS					
7.	System A and B Overheat Lights									
***	1) System A Over- heat Lights (-100/-200)	D	2	0						
	2) System B Over- heat Lights (-100/-200)	С	2	0	May be inoperative provided associated system B Low Pressure light operates normally.					
	3) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	0	May be inoperative provided associated Low Pressur light operates normally.	·e				
8.	Hydraulic Quantity Low Level Light System B (-100/ -200)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.					
9.	Hydraulic Quantity Low Level Light System (Standby System)	С	1	0	(M) May be inoperative provided quantity is verified adequate before each departure.					
10.	System A Pumps									
	Engine Driven Hydraulic Pump Depressurization Function	С	-	0						
11.	System A Quantity Indication System (Flight Deck)									
	1) -100/-200	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System A pressure indicator operates normally, and c) System B and Standby systems low quantity lights operate normally. (Continued) 					

U.S. DEPARTMENT OF TRANSPORTATION										
	L AVIATION ADMINIS	TRATI	ON	1	MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:				/ISION NO : 53 PAGE:					
B-737				DAT	E: 08/01/2009 29-3					
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	BER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
29 - HYD	PRAULICS				4. REMARKS OR EXCEPTIONS					
11.	System A Quantity Indication System (Flight Deck) (Cont'd)									
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally. 					
12.	Standby System Low Pressure Light	С	1	0	 (M) May be inoperative provided: a) Standby system low quantity light operates normally, b) Output of standby pump is verified before each departure, and c) Both System B pumps operate normally. 					
13.	Hydraulic Reservoir Pressurization System Sources	С	-	1	(M) May be inoperative provided reservoir can be pressurized.					
14.	System A Overheat Lights				Incorporated into Item 29-7, in Revision 39.					
15.	System B Quantity Indication System (Flight Deck) (-300/ -400/-500/-600/ -700/-800/-900)	С	1	0	 (M) May be inoperative provided: a) Quantity is verified adequate before each departure, b) System pressure indication operates normally, and c) Pump low pressure lights operate normally. 					
16. ***	Hydraulic Reservoir Air Pressure Indicator (Wheel Well)	С	-	0						
17.	Hydraulic Reservoir Quantity Indicator (Wheel Well)	С	-	0						
18.	Hydraulic Reservoir Fill System (Wheel Well)	С	1	0						

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

FEDERA LIST	AL AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT					
AIRCRA	FT:			RE	REVISION NO: 53					
B-737				DA	DATE: 08/01/2009 3					
SYSTEN SEQUEN NUMBE	NCE ITEM	1.	2.	NUME	BER INSTALLED					
				3.	NUMBER REQUIRE					
30 - ICE	AND RAIN PROTECTI	ON			4. REMARKS	OR EXCEPTIO	NS			
1.	Wing Anti-Ice Valves	С	2	0	(M)(O) Except for E may be inoperative operated in known	closed provided	d airplane is	s not		
	1) (-100/-200)	С	2	0	degrees C), c) Associated eng when manifold d) Air conditioning	ally closed for er nifold is depress perature is abov gine bleed thrust is pressurized, a	ngine start, surized whe ve 50 degre t limits are f and tion require	es F (10 ollowed ements		
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	depressuriz above 50 d b) Associated followed wh c) Air conditio	engine start, assized when outsid legrees F (10 de engine bleed the nen manifold is ining and pressuts are followed	sociated made air temper egrees C), arust limits appressurized urization	anifold is erature is are I, and		
2.	Wing Anti-Ice Valve Position Lights	С	2	0	(M) May be inoperate operate normally be forecast icing conditions.	efore operating				
3.	Engine and Nose Cowl Anti-Ice Valves									
	1) (-100/-200)	С	6	5	and	ng anti-ice valve	es operate r	normally,		

U.S. DEPARTMENT O	F TRANSPO	RTATIO	N						
FEDERAL AVIATION A	DMINISTRA	TION		MASTER MINIMUM EQUIPMENT					
AIRCRAFT:				REVISION NO: 53 PA					
B-737				DAT	E:	08/01/2009	30-2		
SYSTEM & SEQUENCE NUMBER	1 ITEM	2.	_ N	IUMB	ER INSTALL	ED			
			3		NUMBER RE	QUIRED FOR DISPATCH			
30 - ICE AND RAIN PR	OTECTION				4. REN	MARKS OR EXCEPTIONS			
1) (-100/-200 (Cont'd)	0 - ICE AND RAIN PROTECTION . Engine and Nose Cowl Anti-Ice Valves 1) (-100/-200) C 6			5	a) All i exc by . b) Enr 3,0i c) At t (10 d) All i e) Ope limi ma: unle TAl equ f) For inst be : OF	may be inoperative open prothrust rating limits on associated for takeoff and go-around .03 EPR, route climb limited weight is route climb limited weight is route climb limited weight is routed climb limited weight is routed climb limited weight is routed engine are routed associated engine are routed weight is reduced (1,361 Kg), remaining valves operate noted to 50 degrees F (10 degresimum (ambient or total air teless S/B 71-1045 or 71-1046 Spray Ring Modification" or vivalent has been incorporated JT8D-15/15A, JT8D-17/17A reallations, the following adjust applied when dispatching wited to 50 degrees F (-18 degrees C). Pressure altitude between 3,10,000 feet, ambient temperated degrees F (-10 degrees C).	ded engine, d, are reduced educed by degrees F chrust limits on educed by .03 formance d by 3,000 lbs. Imally, valves is ees C) emperature) "Nose Cowl production d, and engine tments must h anti-ice as exists: 000 and educed by .03		

U.S. DEPARTMENT OF TRANS	PORT	OITAT	٧					
FEDERAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT				
AIRCRAFT:			F	REVISION NO: 53 PAGE:				
B-737			[DATE: 08/01/2009 30-3				
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NU	IMBER INSTALLED				
30 - ICE AND RAIN PROTECTION	ON		3.	NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS				
3. Engine and Nose Cowl Anti-Ice Valves (Cont'd)								
1) (-100/-200) (Cont'd)				-GO-AROUND- (-15/15A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 0 degrees F (-18 degrees C). (-17/17A) Pressure altitude between 3,000 and 10,000 feet, ambient temperature below 15 degrees F (-10 degrees C). (1) Takeoff and go-around thrust limits on associated engine are reduced by .03 EPR, (2) Takeoff and landing performance weight is reduced by 3,000 lbs. (1,361 Kg).				
2) (-300/-400/-500)	С	2	1	(M) One may be inoperative closed provided airplane is not operated in known or forecast icing conditions.				
	C	2	1	 (M)(O) One may be inoperative locked open provided: a) Associated High Stage Valve is considered inoperative, b) Ambient temperature is below 100 degrees F (38 degrees C), c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions, d) All thrust rating limits on affected engine, except Takeoff and Go-Around, are reduced by 0.8% N1, e) Enroute climb limited weight is reduced by 4,500 lbs. (2,040 Kg), (Continued) 				

U.S. DEPARTMENT OF T	RANSPOR	TATION	١						
FEDERAL AVIATION ADM LIST	1INISTRAT	ION		MASTER MINIMUM EQUIPMENT					
AIRCRAFT:			RE	EVISION NO: 53 PAGE:					
B-737			DA	ATE: 08/01/2009 30-4					
SYSTEM & SEQUENCE I' NUMBER	1. ГЕМ	2.	NUM	IBER INSTALLED					
NOWIDER		-	3.	NUMBER REQUIRED FOR DISPATCH					
30 - ICE AND RAIN PROT	ECTION			4. REMARKS OR EXCEPTIONS					
3. Engine and Nos Cowl Anti-Ice Valves (Cont'd)	e								
2) (-300/-400/-5 (Cont'd)	00)			f) At temperatures greater than 50 degrees F (10 degrees C), Takeoff and Go-Around thrust limits on associated engine and takeoff and landing performance limited weights are reduced by:					
				RATING %N1 WEIGHT 18.5 K 0.8 3650 lbs. (1670 Kg) 20.0 K 0.8 3900 lbs. (1770 Kg) 22.0 K 0.8 3900 lbs. (1770 Kg) 23.5 K 1.1 4650 lbs. (2110 Kg)					
				 g) For temperatures at or below 50 degrees F (10 degrees C), base performance limited weights on Engine Anti-Ice ON. 					
3) (-600/-700/-8 -900)	00/ C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative closed provided airplane is not operated in known or forecast icing conditions.					
	C	2	1	 (M)(O) One may be inoperative locked open provided: (a) Associated High Stage Valve is considered inoperative, (b) Ambient temperature is below 100 degrees F (38 degrees C), (c) A minimum of 60% N1 is maintained on associated engine during flight in icing conditions, (d) All thrust rating limits on affected engine, except Takeoff and Go-Around, are reduced by 1.1% N1, (e) Enroute climb limited weight is reduced by 4,000 lbs. (1,810 Kg), (Continued) 					

FEDEF LIST	RAL AVIATION ADMINIST	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPMENT
AIRCF	RAFT:			RE	EVISION NO: 53 PAGE
B-737			_	DA	ATE: 08/01/2009 30-5
SYSTE SEQU NUMB	ENCE ITEM	1.	2.	NUM	IBER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
30 - IC	E AND RAIN PROTECTION	ON			4. REMARKS OR EXCEPTIONS
3.	Engine and Nose Cowl Anti-Ice Valves (Cont'd)				
	3) (-600/-700/-800/ -900) (Cont'd)				f) At temperatures greater than 50 degrees F (10 degrees C);
					 (1) Takeoff and go-Around thrust limits on associated engine are reduced by 1.4% N1, and (2) Takeoff and landing performance limited weights are reduced by 4500 lbs. (2040 Kg).
					g) For temperatures at or below 50 degrees F (10 degrees C), base performance limited weights on Engine Anti-Ice ON.
4.	Engine and Nose Cowl Anti-Ice Valve Position Lights or TAI Indications				
	1) (-100/-200)	С	-	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	-	0	(O) May be inoperative provided valve is verified to operate normally before each departure.
	3) (-600/-700/-800/ -900)	С	4	2	One valve position indication (either COWL VALVE OPEN light or TAI indication) for each engine may be inoperative provided other valve position indication for that engine operates normally.
	4) (All Models)	С	-	-	May be inoperative provided associated valve is considered inoperative.

TRANSPOR	OITAT	1					
MINISTRAT	ION		MASTER MINIMUM EQUIPMENT				
		RE	EVISION NO: 53 PAGE:				
		DA	ATE: 08/01/2009 30-6				
1. ITEM	2.	NUM	IBER INSTALLED				
		3.	NUMBER REQUIRED FOR DISPATCH				
TECTION			4. REMARKS OR EXCEPTIONS				
bbe							
300/							
tic Right	1	0	 May be inoperative provided: a) No. 2 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions. 				
tic Left	1	0	May be inoperative provided: a) No. 1 Aux Pitot Static heater operates normally, b) RVSM operations are not conducted, and c) Airplane is not operated in known or forecast icing conditions. 				
В	1	0	May be inoperative provided: a) No.1 Aux Pitot Static heater operates normally, and b) Dispatch deviations for associated equipment are observed.				
tic B	2	1	Pilot's or copilot's may be inoperative for day VMC provided airplane is not operated in visible moisture, or in known or forecast icing conditions.				
800/							
	2	1	Except for ER operations beyond 120 minutes, one may be inoperative for day VMC provided: a) Aux Pitot heater operates normally, b) Airplane is not operated in visible moisture, and c) Airplane is not operated in known or forecast icing conditions. (Continued)				
	TECTION DIECTION DIETION DIECTION DIECTION DIECTION DIECTION DIECTION DIECTION	TITEM 1.	Ri				

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
LIOT

MASTER MINIMUM EQUIPMENT

LIST	L AVIATION ADMINIS	IRAII	ON	MASTER MINIM			UM EQUIPMENT	
AIRCRA	FT:			REV	ISION NO :		53	PAGE:
B-737				DAT	E:		30-7	
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLEI	D		
				3.	NUMBER REQ	UIRED FOR DISPAT	ГСН	
30 - ICE	AND RAIN PROTECTI	ON			4. REMA	RKS OR EXCEPTION	NS	
5.	Pitot/Static Probe Heaters							
	2) (-600/-700/-800/ -900) (Cont'd)							
	b) Aux Pitot Heater (Right Lower Probe)	В	1	0	be inoperative a) Both norm b) Airpla	R operations beyond of the provided: Left and Right Pitot hally, and ane is not operated in conditions.	eaters oper	rate
6.	Vertical Stabilizer Pitot Heaters (Elevator and Rudder Feel Systems)	В	2	1	may be inope	R operations beyond rative provided airpla precast icing condition	ne is not op	
7.	Total Air Temperature Probe Heater	С	-	0	be inoperative	R operations beyond of the provided airplane is cast icing conditions.	not operate	
		С	-	0	temperature i	operative provided a ndicator system is ins mally (i.e., Ram Air o	stalled and	
8.	Angle of Attack Sensor Heater(s)/ Stall Warning System Sensor Heater(s)/Alpha Vane Heater(s)	С	-	0	be inoperative	R operations beyond for provided airplane is ecast icing conditions.	not operate	

U.S. DEF	PARTMENT OF	TRANSPO	RTATIO	N		
FEDERA LIST	L AVIATION AD	MINISTRA	TION			MASTER MINIMUM EQUIPMENT
AIRCRA	FT:				REV	VISION NO: 53 PAGE:
B-737					DAT	E: 08/01/2009 30-8
SYSTEM SEQUEN	ICE	1. ITEM	2.	N	IUMB	ER INSTALLED
NUMBER	₹			3.		NUMBER REQUIRED FOR DISPATCH
30 - ICE	AND RAIN PRO	TECTION				4. REMARKS OR EXCEPTIONS
9.	Pitot, Pitot/Stati and Temperatu Probe Heater L	re				
***	1) Green (Heat On) Lights (- 100/-200)					
	a) Pitot and F Static	Pitot/ E	3 -		-	 (M) One may be inoperative provided: a) Required heater function is verified before each departure, and b) HEATER OFF light operates normally.
	b) Temperati	ure (1		0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
		C	1		0	May be inoperative provided associated heater is inoperative.
***	2) Amber (Hea Off) Lights	ter				
	a) Pitot and I Static	Pitot/ E	3 -		0	 (M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated heater function is verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions.
	b) Temperati	ure C	-		1	
		C	-		0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.
		C	-		0	May be inoperative provided associated heater is inoperative.
10.	Wing Anti-Ice D Overheat Syste					
***	1) Ground Tes Feature	: C	1		0	

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT

LIST						
AIRCRAFT:			REVISION NO:		53	PAGE:
B-737			DATE:	08/01/2009		30-9
SYSTEM & SEQUENCE	1. ITEM	2.	NUMBER INSTALLED			
NIIMDED						

B-737				DAT	TE: 08/01/2009 30-9
SYSTE SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	SER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
30 - ICE	E AND RAIN PROTECTI	ON			4. REMARKS OR EXCEPTIONS
11.	Electrically Heated Windshields				
	1) No.1 or No. 2 Window	С	4	3	Except for ER operations beyond 120 minutes, one No. 1 or No. 2 window heater may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Windshield de-fog system operates normally, and c) Airspeed is limited to 250 KIAS below 10,000 feet MSL.
***	2) No. 4 or No. 5 Window	С	4	0	No. 4 and No. 5 window heat may be inoperative provided airspeed is limited to 250 KIAS below 10,000 feet MSL.
***	3) No. 3 Window Heat System(s)	D	2	0	
12.	De-Fog System	С	1	0	
13.	Windshield Wiper System(s)	С	2	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of airport of takeoff or intended landing.
	1) Park Function	С	2	0	May be inoperative for all flight conditions provided blade(s) can be positioned in a location that will not obstruct forward vision.
***	2) Intermittent Speed Function (-300/-400/-500/ -600/-700/-800/ -900)	D	2	0	
	3) Low Speed Function	С	2	0	May be inoperative provided both high speed functions operate normally. (Continued)

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FEDERA LIST	L AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT			
AIRCRA	FT:			REV	ISION NO: 53 PAGE:			
B-737				DAT	E: 08/01/2009 30-10			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED			
			_	3.	NUMBER REQUIRED FOR DISPATCH			
30 - ICE	AND RAIN PROTECT	ION			4. REMARKS OR EXCEPTIONS			
13.	Windshield Wiper System(s) (cont'd)							
	4) High Speed Function	С	2	1	One may be inoperative provided associated low speed function operates normally.			
		С	2	0	May be inoperative provided both low speed functions operate normally and rain intensity is less than moderate.			
					DELETED REVISION 53.			
14. ***	RainBoe Rain Repellent System (-100/-200/-300/ -400/-500)	D	1	0				
15. ***	Windshield Perimeter Heater(s)	С	2	0				
16. ***	HEATER OFF Light (-100/-200)	В	1	0	 (O) May be inoperative provided: a) Remaining components of pitot heat system are verified to operate normally, and b) Airplane is not operated in known or forecast icing conditions. 			
17.	COWL ANTI-ICE Lights (-300/-400/ -500/-600/-700/ -800/-900)	С	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided airplane is not operated in known or forecast icing conditions.			
		С	2	1	(M)(O) One may be inoperative provided associated Cowl anti-ice valve is locked open.			
18. ***	Alpha Vane Heater Light Systems	С	2	0	(M) May be inoperative provided associated heater function is verified to operate normally before each departure.			
		С	2	0	May be inoperative provided associated heater is considered inoperative.			
19. ***	Drain Mast Heaters	С	2	0	(M) May be inoperative provided water supply to associated components is secured off.			
20. ***	Ice Detection System	D	1	0				

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FEDERAL AVIATION	N ADMINISTF	RATI	ON		MASTER MINIMUM EQUIPMENT			
AIRCRAFT:				RE	VISION NO: 53	PAGE:		
B-737				DA	TE: 08/01/2009	30-11		
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUM	BER INSTALLED			
	SEK			3.	NUMBER REQUIRED FOR DISPATCH			
30 - ICE AND RAIN I	PROTECTIO	N			4. REMARKS OR EXCEPTIONS			
21. Control Sta *** Anti-Ice Sv	and Wing vitches	С	2	0	(O) May be inoperative closed.			
		С	2	0	(O) May be inoperative open.			

U.S. DEF	PARTMENT OF TRANSF	PORT	ΙΟΙΤΑΤ	N					
FEDERA	L AVIATION ADMINISTI	RATI	ON	<u> </u>	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	/ISION NO : 53 PAGE :				
B-737				DAT	DATE: 08/01/2009 31-1				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	UMBER INSTALLED				
	-			3.	NUMBER REQUIRED FOR DISPATCH				
31 - INDICATING / RECORDING SYSTEMS					4. REMARKS OR EXCEPTIONS				
1.	Clocks	С	2	 1 	One may be inoperative at either pilot or copilot station.				
***	Automatic UTC Update Function	С	2	0	(O) May be inoperative provided manual mode is set and operates normally.				
2.	Flight Data Recorder System (FDR)	С	-	-	Any in excess of those required by 14 CFR may be inoperative.				
		A	-	0	 May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in operator's MEL unless; 1) FDR failure occurs after pushback but prior to takeoff, or 2) FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, aircraft may be dispatched on a flight or series of flights until next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days. 				
	FDR Recording Parameters required by 14 CFR	Α	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.				
	2) FDR Recording Parameters not required by 14 CFR	Α	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.				
3.	Engine Pressure Ratio Limit (EPRL) System				Moved to MMEL Item 34-41.				
4. ***	Reference Speed Computer (Total Fuel & VREF Indicator –100/-200)	С	1	0					

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	L AVIATION ADMINIST				MASTER MINIMU	JM EQUIPMENT L	IST
AIRCRA	FT:			REV	ISION NO :	53	PAGE:
B-737				DAT	DATE: 08/01/2009		31-2
SYSTEM & 1. SEQUENCE ITEM NUMBER		2.	NUMB	ER INSTALLED	1		
	· ·			3.	NUMBER REQUIRED FOR D	DISPATCH	
31 - IND SYSTEM	ICATING / RECORDING IS	à			4. REMARKS OR EXC	EPTIONS	
5.	Cockpit Voice Recorder (CVR) System				Moved to MMEL Item 23-10	l.	
6. ***	AIDS Maintenance Recorder	D	1	0			
7. ***	Aircraft Condition Monitoring System (ACMS)	D	1	0			
	1) Avionica miniQAR (Quick Access Recorder) (STC's ST02472AT or ST03151AT)	D	1	0			
8.	Common Display System (CDS) (-600/-700/-800/ -900)						
	Display Units (DU)						
	a) Lower DU	С	1	0	(O) May be inoperative prov a) All remaining DUs o b) It is checked that er switched to an alter	pperate normally, and an an an an an an an an an an an an an	
	b) Inboard DU	Α	2	1	(O) For EFIS/MAP configuration inoperative provided: a) It is checked that enswitched to an alterb) All navigation must be ILS/VOR/DME, and c) Repairs are made we (Continued)	gine display can be nate DU, be based on	

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	L AVIATION ADMIN			V	MASTER MINIMUM EQUIPMENT	TUST			
AIRCRA		OTIVATI	<u> </u>	REV	REVISION NO: 53				
B-737									
SYSTEM		1.	2.		DATE: 08/01/2009 31-3 NUMBER INSTALLED				
SEQUEN NUMBER		Λ	۷.		EN MOTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
31 - INDICATING / RECORDING SYSTEMS		NG			4. REMARKS OR EXCEPTIONS				
8.	Common Display System (CDS) (-600/-700/-800/ -900) (Cont'd)								
	2) CDS MAINT Annunciation								
a) PFD/ND B		-	0	May be dispatched with faults indicated by CDS MAINT annunciation provided CDS Operational Program Software (OPS) P/N31111-HNP-01A-05 or later, is installed.					
	b) EFIS/MAP	А	-	0	May be dispatched with faults indicated by CDS MAINT annunciation provided: a) Captain's Inboard DU operates normally, b) CDS Operational Program Software (OPS) P/N31111-HNP-01A-05 or later, is installed, and c) Repairs are made within one flight day.				
9.	Remote Light Sensor System (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	May be inoperative provided all manual disp brightness controls operate normally.	lay			
10.	Speed Reference Selector (-600/ -700/-800/-900)	С	1	0	May be inoperative provided speeds can be CDU.	set using			
11. ***	Mechanical Timer	С	1	0	(O) May be inoperative provided alternate pare established and used.	rocedures			
		D	1	0	May be inoperative provided procedures do require its use.	not			
12.	Takeoff Warn Test	С	1	0					
***	Switch	D	1	0	May be inoperative provided procedures do require its use.	not			

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B-737				DAT	DATE: 08/01/2009					
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED					
NOWIDER	1			3.	NUMBER REQUIRED FOR DISPATCH					
31 - INDICATING / RECORDING SYSTEMS		6			4. REMARKS OR EXCEPTIONS					
13.	Flat Panel Display System (Universal Avionics, Inc. EFI- 890) (STC ST03355AT and ST03362AT)									
	1) Inboard DU (ND)	Α	2	1	 (O) For PFD/ND configuration, one may be inoperative provided: a) Reversionary Display on PFD is che to departure, b) PFD Lateral Deviation Scale operat normally, and c) Repairs are made within two flight departments. 	es				
	a) DisplayControl PanelSwitches/Control Knobs	Α	-	0	May be inoperative provided: a) Inboard DU is considered inoperative b) Repairs are made within two flight described in the second second second second second second second second second second second second second sec					
	(1) TERR	С	2	1						
	(2) TFC	С	2	1						
	(3) WX	С	2	1						
	2) Outboard DU (PFD)									
	a) Display Control Panel Switches/ Control Knobs									
	(1) RA/DA Set	С	2	0	May be inoperative provided approach minir not require its use.	nums do				
	(2) RA/DA	С	2	0	May be inoperative provided approach minir not require its use.	mums do				
	(3) RA/Test	С	2	0	(Continued)					

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FEDERA	AL AVIATION ADMIN	NISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	REVISION NO: 53				
B-737				DAT	DATE: 08/01/2009 31-5				
SYSTEN SEQUEI NUMBE	NCE ITE	1. M	2.	NUMB	UMBER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
31 - INDICATING / RECORDING SYSTEMS		DING			4. REMARKS OR EXCEPTIONS				
13. ***	Flat Panel Display System (Universal Avionics, Inc. EFI- 890) (STC ST03355AT and ST03362AT) (Cont'd)								
	3) Forward Electronic Pane (ND) (-200)	B	1	0					
	(1) TERR B		1	0	May be inoperative provided Terrain Awareness and Warning System (TAWS) is considered inoperative.				
	(2) TFC	D	1	0	May be inoperative provided TCAS VSI opera normally.	tes			
		С	1	0	May be inoperative provided TCAS is conside inoperative.	red			
	(3) WX	С	1	0	May be inoperative provided Weather Radar is considered inoperative.	S			
14.	TAKEOFF CONFIGURE	3							
	1) -100/-200/-300/ 400/-500 (upon incorporation of Boeing Service Bulletin 737- 31A1325)	•	1	0	May be inoperative provided the CABIN ALTI warning light operates normally.	ΓUDE			
		С	1	0	(O) May be inoperative provided flight crew perbriefing on cabin altitude warning indications a procedures before engine start for the first flight day or following any change of either flight cremember. (Continued)	and ht of the			

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:			REV	ISION NO:		53	PAGE:		
B-737				DAT	E:	08/01/2009	9	31-6		
SYSTEM SEQUEN	ITEM	1.	2.	NUMB	NUMBER INSTALLED					
NUMBEI	₹			3.	NUMBER REQUIRED FOR DISPATCH					
31 - INDICATING / RECORDING SYSTEMS		i			4. REI	MARKS OR EXCEP	TIONS			
14. ***	TAKEOFF CONFIG Light (Cont'd)									
	2) -600/-700/-800/- 900 (upon incorporation of Boeing Service Bulletin 737- 31A1332, or production equivalent)	С	2	0		perative provided the warning light operat		ABIN		
		C	2	0	briefing on procedures	inoperative provided cabin altitude warning before engine start wing any change of	ng indications a for the first fligh	nd nt of the		

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	L AVIATION ADMINIST			V	MASTER MINIMUM EQUIPME	NIT I ICT	
		11/7/11	ON	DEV		PAGE:	
AIRCRA B-737	гі.						
SYSTEM	I &	1.				32-1	
SEQUEN NUMBER	ICE ITEM		2.	NUMB	ER INSTALLED		
				3.	NUMBER REQUIRED FOR DISPATCH		
32 - LANDING GEAR					4. REMARKS OR EXCEPTIONS		
1. ***	Gear Seal Warning System (-100/-200)	С	1	0	(M) May be inoperative provided gear seal fur checked once each flight day.	action is	
2.	Antiskid System						
	1) (-100/-200/-300/ -400/-500)	С	1	0	(O) May be inoperative provided operations at conducted in compliance with AFM.	·e	
	2) (-600/-700/-800/ -900)	С	1	0	(M)(O) May be inoperative provided:a) Associated Antiskid channel(s) is deactivated, andb) Operations are conducted in compliance with AFM.		
3.	Parking Brake Valve (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	(M)(O) May be inoperative closed provided op comply with AFM antiskid inoperative decreme		
4.	Parking Brake Light						
	1) Solenoid Parking Brake Valve Installed (-100/-200)	С	1	0	(O) May be inoperative provided antiskid systeturned OFF when parking brake is used.	em is	
	Motor Operated Parking Brake Valve Installed	С	1	0	(M) May be inoperative provided parking brake valve is verified to operate normally.	e shutoff	
***	External Parking Brake Light	С	1	0	(O) May be inoperative provided alternate pro are established and used.	cedures	
		D	1	0	May be inoperative provided procedures do no require its use.	ot	
5. ***	Main Wheel Well Inflatable Seal System (-100/-200)	С	1	0	(M) May be inoperative provided system is deactivated and secured.		

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U.S. DEPARTMENT OF TRANSPORTATION									
	L AVIATION ADMINIS	STRATI	ON		MASTER MINIMUM EQUIPMENT LIST				
AIRCRAI	FT:			REV	ISION NO: 53 PAGE:				
B-737				DAT	E: 08/01/2009 32-2				
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
32 - LAN	DING GEAR				4. REMARKS OR EXCEPTIONS				
6.	Landing Gear Warning and Indicating System (-100/-200/-300/- 400/-500)	С	-	2	Either of two other indicating systems may be inoperative provided center panel indications operate normally.				
	Secondary Gear Warning System (Pemco F/QC and COMBI)	В	1	0	(O) May be inoperative provided Main Gear and Nose Gear Viewer are accessible during all phases of flight.				
7. ***	Automatic Brake System	С	1	0	(M) May be inoperative provided system is deactivated and secured.				
8.	Rudder Pedal Nose Wheel Steering System								
	1) Rotary Actuator (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	 (M)(O) May be inoperative deactivated in disengage position provided: a) Operation of associated systems are not affected, and b) All takeoffs and landings are made by pilot with access to an operating tiller. 				
9. ***	Direct Reading Tire Pressure Gauge	D	-	0					
10.	Alternate Antiskid Valves (-300/-400/ -500/ -600/-700/ -800/-900)	С	2	0	(M) May be inoperative provided manual braking capability of alternate brake system is verified on associated wheels.				
11. ***	Brake Temperature Monitor System	С	1	0	(O) May be inoperative provided AFM Maximum Quick Turnaround Weight limitations are observed.				
		D	1	0	 (O) May be inoperative provided: a) AFM Maximum Quick Turnaround Weight limitations are observed, and b) Procedures are not based on its use. 				
12. ***	Nose Wheel Steering Switch (-300/-400/-500/ -600/-700/-800/ -900)	С	1	0	 (M) May be inoperative provided: a) Nose wheel steering is powered by Hydraulic System A, and b) Landing gear transfer valve is verified to operate normally. 				

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FEDERA	L AVIATION ADMINIST	ΓRΑΤΙ	ON	i	MASTER MINIMUM EQUIPMENT LIST				
AIRCRA	FT:			REV	REVISION NO: 53				
B-737				DAT	E: 08/01/2009	32-3			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	UMBER INSTALLED				
-				3.	NUMBER REQUIRED FOR DISPATCH				
32 - LANDING GEAR					4. REMARKS OR EXCEPTIONS				
13.	Hydraulic Brake Pressure Indication System								
	1) (-100/-200)								
	a) Wheel Well C Brake Accumulator Gauges		2	0	May be inoperative provided associated Flight deck brake pressure indicator operates normally.				
	b) Flight Deck HYD BRAKE PRESS Indicator Systems	С	2	1	M) One brake indication (A or B) may be inoperative rovided associated brake accumulator charge is erified normal once each flight day.				
	2) (-300/-400/-500/ -600/-700/-800/ -900)								
	a) Wheel Well Brake Accumulator Gauge	С	1	0	May be inoperative provided Flight deck brake pressure indicator operates normally.				
	b) Flight Deck HYD BRAKE PRESS Indicator System	С	1	0	(M) May be inoperative provided brake accum charge is verified normal once each flight day.				
14.	Gear Retraction Braking System (-600/-700/-800/ -900)	С	1	0	(O) May be inoperative provided: a) After takeoff, landing gear remains ext for two minutes before retraction, and b) Takeoff performance is based on Land Gear Extended.				
15.	Landing Gear Selector Valve Bypass Module (-600/-700/-800/ -900)	С	1	0	(M)(O) May be inoperative provided it is deactions normal position.	ivated in			

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	L AVIATION ADMINI			V	MASTER MINIMUM EQUIPM	IENIT I IQT				
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B-737					REVISION NO: 53 DATE: 08/01/2009					
SYSTEM	l &	1.	•							
SEQUEN NUMBER		1	2.	NUMBER INSTALLED						
NOWBER	`			3.	3. NUMBER REQUIRED FOR DISPATCH					
32 - LAN				4. REMARKS OR EXCEPTIONS						
JZ - LAN	DINO OLAN				4. KEMAKKO OK EXCELLIONO					
16.	Landing Gear Actuation System (-600/-700/-800/ -900)	В	1	0	(M)(O) May be inoperative provided: a) Inoperative components are secure accepted procedure, b) Landing gear are secured in down pand c) Airplane is dispatched in accordance AFM Gear Extended Appendix.	position,				
17.	Proximity Switch Electronics Unit (PSEU) System and Supplemental Proximity Sensor Electronics Unit (SPSEU) (-600/-700 /-800/-900)									
	1) PSEU Fault	С	-	0	(M) May be dispatched with faults indicated light provided PSEU is checked for faults be departure.					
		С	-	0	May be dispatched with faults indicated by F provided PSEU light can be extinguished.	SEU light				
	2) PSEU Light	С	1	0	(M) May be inoperative provided PSEU is classification faults before each departure.	necked for				
***	3) Supplemental Proximity Sensor Electronics Unit (SPSEU) Light (-900ER)	. C	1	0	(M) May be inoperative provided SPSEU is for faults before each departure.	checked				
18.	Landing Gear Alternate Extension System (-600/-700/ -800/-900)	В	1	0	 (M)(O) May be inoperative provided: a) Inoperative Components are secure accepted procedure, b) Landing gear are secured in down pand c) Airplane is dispatched in accordance AFM Gear Extended Appendix. 	osition,				
19.	Main Landing Gear Uplock Springs	В	4	3	(M)(O) One spring on one main gear Uplock mechanism may be missing provided landir lever remains in UP position for duration of gear extension is required.	g gear				

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	PARTMENT OF TE L AVIATION ADM			N	MASTER MINIMUM EQUIPMEN	UT LICT
		INISTRATI	ON	DEV	ISION NO: 53	PAGE:
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SYSTEM	&	1.	_			32-0
SEQUEN	ICE IT	EM	2.	NUMB	ER INSTALLED	
NUMBER	ζ			3.	NUMBER REQUIRED FOR DISPATCH	
32 - LAN	DING GEAR				4. REMARKS OR EXCEPTIONS	
20. Landing Gear C Frangible Fitting (-600/-700/-800/ -900)		С	2	0	(M) May be broken or missing provided fitting replaced with a hydraulic cap assembly.	is
21. Flap Landing C Warning Switch, S138 (-600/-700/ -800/-900)		1	0	(M) Switch contacts normally in use may be inoperative provided: a) S138 switch is rewired using an altern of contacts, and b) PSEU BITE is used to verify normal of S138 switch.		
22.	Two-position Tail Skid					
***	1) (-800)					
	a) Retraction Mechanisn	C	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in retracted positio b) Appropriate performance adjustments applied. 	
		С	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position b) Appropriate performance adjustments applied.	
	b) Cartridge Core Assembly	В	1	0	 (M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no in and external structural damage, b) Tail skid is secured in retracted positio c) Appropriate performance adjustments applied. (Continued) 	n, and

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FEDERAL AV	IATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT:				REV	ISION NO: 53 PAGE:					
B-737				DAT	E: 08/01/2009 32-6					
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUMBER INSTALLED						
				3.	NUMBER REQUIRED FOR DISPATCH					
32 - LANDING	G GEAR				4. REMARKS OR EXCEPTIONS					
	o-position Tail d (Cont'd)									
2)	(-900ER)									
а) Retraction Mechanism	С	1	0	 (M)(O) May be inoperative provided: a) Tail skid is secured in retracted position, and b) Appropriate performance adjustments are applied. 					
		С	1	0	(M)(O) May be inoperative provided: a) Tail skid is secured in extended position, and b) Appropriate performance adjustments are applied.					
b	Cartridge Core Assembly	В	1	0	 (M)(O) May be inoperative provided: a) Detailed AMM inspection reveals no internal and external structural damage, b) Tail skid is secured in retracted position, and c) Appropriate performance adjustments are applied. 					

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	L AVIATION ADMINIS	TRATI	ON	<u> </u>			NIMUM EQUIPME	1		
AIRCRA	FT:				/ISION NO		54	PAGE:		
B-737 SYSTEM	8.	1.		DAT			2/2009	33-1		
SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED					
				3.	NUMBER	REQUIRED FOR I	DISPATCH			
33 - LIGH	ITS				4. F	REMARKS OR EXC	EPTIONS			
1. Cockpit/Flight C Deck/Flight Compartment and Instrument Lighting System		-	-	remainir a) b) c)	instruments, contro which it is provided	illuminate all requise, and other devi- direct rays are shipes, and pes, and on and intensity is	luminate all required s, and other devices for rect rays are shielded es, and nand intensity is			
2.	Cabin Interior Illumination (Includes Pemco -300QC and -400 COMBI)									
	1) Passenger and Combi Configurations Without Photoluminescent Emergency Escape Path Marking Systems	С	-	-	lighting	al lights may be ino remains for cabin at their duties.				
	2) Passenger and Combi Configurations With Photoluminescent Emergency Escape Path Marking Systems	C	-	-	a) b)	al lights may be ino Sufficient lighting re attendants/cargo co duties, and Remaining lighting Photoluminescent I Marking System.	emains for cabin ouriers to perform is sufficient to cha	their arge		

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	PARTMENT OF TRANS		_	N	MA OTER MINIMUM FOLURIMENT LIGT					
	L AVIATION ADMINIS	IKAII	ON		MASTER MINIMUM EQUIPMENT LIST					
AIRCRA	FT:				ISION NO: 54 PAGE:					
B-737	1.0	4		DAT	E: 10/12/2009 33-2					
SYSTEM SEQUEN NUMBER	ITEM	1.	2.	NUMB	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
33 - LIGI	HTS				4. REMARKS OR EXCEPTIONS					
3. Passenger Notice System ("NO SMOKING/FASTEN SEAT BELT/ RETURN TO SEAT") Signs		С	-	-	 (M) May be inoperative provided: a) Associated passenger seat or lavatory from which a passenger lighted information sign is not readily legible is not occupied, and b) Associated seat or lavatory is blocked and placarded - DO NOT OCCUPY. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. 					
		С	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.					
	1) All Cargo, Supernumerary/ Courier Area Lighted Information Signs	С	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/ supernumeraries when associated sign(s) are placed on or off.					
	2) Aural Tone System	С	1	0						
	3) Flight Deck Automatic Function	С	1	0	(O) May be inoperative provided: a) Manual control function operates normally, and b) Alternate procedures are established and used.					
4.	Lower Cargo Compartment Light Systems (Fwd/Aft)	С	-	0						
	1) Light Lens (-100/ -200/-300/-400/ -500/-900)	С	-	0	May be broken/missing provided associated light bulb is removed. (Continued)					

U.S. DEPAR	RTMENT OF TRANS	PORT	ΓΑΤΙΟΙ	N						
FEDERAL A	AVIATION ADMINIS	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPMEN	NT LIST				
AIRCRAFT:	:			REV	ISION NO : 54	PAGE:				
B-737				DAT	E: 10/12/2009	33-3				
SYSTEM & SEQUENCE NUMBER		1.	2.	NUMB	UMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH					
33 - LIGHTS	3				4. REMARKS OR EXCEPTIONS					
C S	ower Cargo ompartment Light ystems (Fwd/Aft) Cont'd)									
2)	Light Lens (-600/ -700/-800 prior to incorporation of Boeing Service Bulletins 737-21- 1135, 737-26- 1121, and 737- 1122, or Production Equivalent	С	-	0	May be broken/missing provided associated lig is removed.	ght bulb				
3)	Light Lens (-600/ -700/-800 upon incorporation of Boeing Service Bulletins 737-21- 1135, 737-26- 1121, and 737- 1122, or Production Equivalent	С	-	-	Any number from rear lower cargo compartment one from forward lower cargo compartment material broken/missing provided associated light bulb is removed.	ay be				
Si	igh Intensity or trobe Lights ystem									
*** 1)	All Models (Except Models with STC's ST01821LA, ST01873LA, and ST02015LA)	С	1	0						
2)	Models with STCs ST01821LA, ST01873LA, and ST012015LA	С	1	0	May be inoperative for day operations.					

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPI	JENT LIST
AIRCRA	FT:			REV	ISION NO: 54	PAGE:
B-737				DAT	E: 10/12/2009	33-4
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED	
NOMBLI	`			3.	NUMBER REQUIRED FOR DISPATCH	
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS	
6.	Anti-Collision Beacons (Without Blended Winglet, -800/-900/-900ER Blended Winglet, and -700 Blended Winglet With Dual Glass Lens) (Except STC's ST01821LA and ST01873LA)	С	2	0	May be inoperative for night operations pro tip and tail strobe lights are installed and of normally.	
	,		2	0	May be inoperative for day operations.	
	1) Blended Winglet					
	a) (-700 with Single Plastic Lens)	С	2	0	May be inoperative for day operations. NOTE: Both anti-collision beacons must b for night operations.	e operative
	b) (-800 with Light Fence)			Deleted Revision 45 a. Incorporated into Iter		em 33-6.
	c) (-300/-500 with STC ST01219SE and Winglet	С	2	0	May be inoperative for night operations prowinglet strobe lights operate normally. NOTE: Tail strobe light may be inoperative.	
	Strobe Lights)	С	2	0	May be inoperative for day operations.	
	2) (STC's ST01821LA and ST01873LA)	С	2	0	May be inoperative for day operations.	
7.	Wing Illumination Lights	С	2	0	(O) May be inoperative provided ground de procedures do not require their use.	⊢icing
***	Overwing Ice Lights (Grimes Aerospace STC ST500CH)	С	2	0		

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FEDERA	L AVIATION ADMINIST	RATI	ON	1	N	MASTER MINIMUM	EQUIPMEN	NT LIST
AIRCRA	FT:			REV	ISION NO :		54	PAGE:
B-737				DAT	E:	10/12/2009		33-5
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED			
				3.	3. NUMBER REQUIRED FOR DISPATCH			
33 - LIGH	HTS				4. REMAR	RKS OR EXCEPTION	NS	
8.	Landing Lights	С	4	2		operative on each si ights is in fixed posit		d one of
		С	4	0	May be inoperative for day operations.			
Extend/Retract Motors		С	2	0	a) Light is	perative provided: s in extended position luminates normally.	n, and	
		С	2	0	May be inoperated considered inoperated	ative provided assoc perative.	iated light is	6
***	Pulse Light System	D	1	0				
9. ***	Taxi Light	С	1	0				
10.	Runway Turn Off Lights	С	2	0				
11.	Wing Tip Position Lights	С	4	0	May be inopera	ative for day Operation	ons.	
	3	С	4	2	inoperative for	nite wingtip position I night operations pro e installed and opera	vided wing	tip
	1) Light Bulbs/ Lamps (Without Blended Winglet, Blended Winglet with Dual Glass Lens, and -300/ -500 with Blended Winglet)	С	-	4	night operation a) One st b) One st c) One st	owing minimum may s: ationary red wing tip ationary green wing ationary white tail lig position.	bulb, tip bulb, an	d

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	PARTMENT OF TRANS			N	
	L AVIATION ADMINIS	IRAII	ON	1	MASTER MINIMUM EQUIPMENT LIST
AIRCRA	.FT:				ISION NO: 54 PAGE:
B-737	4 O	4		DAT	E: 10/12/2009 33-6
SYSTEM SEQUEN NUMBER	NCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
33 - LIGI	HTS				4. REMARKS OR EXCEPTIONS
11.	Wing Tip Position Lights (Cont'd)				
	2) Light Bulbs/ Lamps (-700/ -800 Blended Winglet with Single Plastic Lens)	С	-	5	Any except following minimum may be inoperative for night operations: a) Both stationary red wing tip bulbs, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
		В	-	4	Any except following minimum may be inoperative for night operations: a) One stationary red wing tip bulb, b) One stationary green wing tip bulb, and c) One stationary white tail light bulb at each wing tip position.
	a) Stationary Red Wing Tip Light Bulbs/ Lamps				DELETED REVISION 49a
12. ***	Door Locked Light (Flight Deck to Cabin) (Not 14 CFR 25.795 Compliant)	С	1	0	May be inoperative provided locking function operates normally.
13.	Master Caution Lights				Deleted prior to Rev. 27.
14.	Exterior Emergency Lighting System	В	1	0	May be inoperative for day operations
		В	1	0	May be inoperative for all-cargo night operations provided forward entry door escape slide lights operate normally.

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	L AVIATION ADMINIST	RATI	ON	_	MASTER MINIMUM EQUIPME	NT LIST		
AIRCRA	FT:			REV	ISION NO: 54	PAGE:		
B-737				DAT	E: 10/12/2009	33-7		
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED			
	-			3.	3. NUMBER REQUIRED FOR DISPATCH			
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS			
15.	Interior Emergency Exit Lighting System							
	Cargo a) No persons occupy that area, a		Lights may be inoperative in cargo areas prov a) No persons occupy that area, and b) Forward entrance door light operates at all times.					
***	2) Stowage Bin Bullnose Lights (-600/-700/-800/ -900)	Bullnose Lights stowage bins) may be inoperative provided no two adjacent (opposite side) light assemblies are						
***	3) Advance Technology Interior (ATI) (Aisle Light Assemblies) (-200/-300/-400/ -500)	С	-	-	Light assemblies installed above aisle (curved stowage bins) may be inoperative provided no adjacent (opposite side) light assemblies are inoperative.			
	Flight Deck Exit Light	С	1	0	May be inoperative for day operations.			
16.	System annunciator Lights, Left and Right (Pilot's Light	С	-	-	(O) One light may be inoperative for an opera system	ting		
	Shield)	С	-	-	May be inoperative for an associated inoperat system	tive		
17.	Flight deck Master Lights Test and Individual Light's Press-to-Test Features	С	-	-	(O) May be inoperative provided intended fundassociated light(s) is verified once each flight			

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EC	QUIPMEN	NT LIST	
AIRCRA	FT:			REV	ISION NO:	54	PAGE:	
B-737				DAT	E: 10/12/2009		33-8	
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED			
	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH	I		
33 - LIGH	HTS				4. REMARKS OR EXCEPTIONS			
18.	Wheel Well Lights							
	1) Dome Lights	С	3	0				
	Inspection Flood Lights							
	a) (-100/-200/ -300/-400/ -500)	С	3	1	Main gear lights may be inoperative for only.	or day op	erations	
,		D	3	0	indicating system other than viewer sy	ts may be inoperative provided a landing gear ating system other than viewer system and pendent of center panel is installed and operates nally.		
	b) (-600/-700/ -800/-900)	D	2	0				
19.	Floor Proximity Emergency Escape Path Marking System (All Models and STC's)							
	Incandescent Lighting System	С	-	-	Individual lights may be inoperative pracceptable lighting levels specified in documents are complied with: a) FAA engineering approval letted by FAA approved report of Type c) Limitations and Conditions see applicable Supplemental Type (STC) or d) An FAA approved report incompaster Drawing List for the approach in the second se	er, Design hetion of the Certification	llowing holder, he ate in the	
	2)Photoluminescent Lighting System	С	-	-	Components may be inoperative provacceptable lighting levels specified in documents are complied with: a) FAA engineering approval letted by FAA approved report of Type c) Limitations and Conditions seapplicable Supplemental Type (STC) or d) An FAA approved report incompaster Drawing List for the approved acceptable.	one of for ter, Design hat ction of the Certificat rporated	llowing holder, he ate in the	
20.	LOGO Light System	D	1	0				

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B-737					TE: 10/12/2009 33-9
SYSTE		1.	2.		BER INSTALLED
SEQU NUMB					
				3.	NUMBER REQUIRED FOR DISPATCH
33 - LI	GHTS				4. REMARKS OR EXCEPTIONS
21.	Main Deck Cargo Compartment Lighting (737C, STC's ST01566LA, SA2969SO, SA2970SO, ST00287AT, ST00283AT, ST01827LA, and ST01961SE)				
	Cargo Door Floodlights	С	2	0	(M) May be inoperative for night operations provided alternate procedures are established and used.
		С	2	0	May be inoperative for day operations.
					NOTE: Not required for all passenger operations.
	2) Cargo Compartment Lights (STC's ST00283AT, and ST01827LA)	С	-	0	(M) May be inoperative for night operations provided alternate procedures are established and used.
	5101627LA)	С	-	0	May be inoperative for day operations.
22. ***	Main Deck Cargo Door-System Annunciator Light (737-300 QC, PEMCO Aeroplex, Inc300/-400, and STC's ST01566LA, and ST01961SE)				
	1) System Annunciator Lights, Pilot's Overhead Panel (737-300QC, and STC's ST01566LA, and ST01961SE	А	2	1	 (M)(O) One warning light may be illuminated provided: a) Alternate procedures are established and used to verify main cargo door is closed and locked, and b) Repairs are made within two flight days. (Continued)

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FEDER	AL AVIATION A	ADMINISTR	RATIO	ON			MASTER MINIM	IUM EQUIPME	NT LIST			
AIRCR	AFT:				REV	ISION NO	:	54	PAGE:			
B-737					DAT	E:	10/12/20	009	33-10			
SYSTE SEQUE NUMBI	ENCE	ITEM	1.	2.	NUMB	NUMBER INSTALLED						
					3.	NUMBER	REQUIRED FOR DIS	PATCH				
33 - LIC	GHTS					4. R	EMARKS OR EXCER	PTIONS				
22.	Main Deck C Door-Systen Annunciator (737-300 QC PEMCO Aer Inc300/-40 STC's ST01s and ST0196 (Cont'd)	n Light C, oplex, 00, and 566LA,										
	2) System Annunci Lights, C Control I (737-300 PEMCO Aeroplex -300/-40 STC's ST01566 and ST01961	Operator Panel O QC, s, Inc. O, and	A	-	-	provided a) I b) \ c) C d) I e) M	ne warning light may t is not a VENT DOOR fent door handle is loo Dutside view port is ve ndividual lock is not lo Main cargo door is ver and locked, and Repairs are made with	R OPEN light, cked, erified green, pose, rified closed, lat				
	3) Hydraulio System A Pressure Indicator (PRESS) Operator Control F (STC SA29698	Arm Elights), - Panel				DELETE	D REVISION 49.					
	4) Hydraulic System (Indicator Operator Control F (STC SA29698	Green Lights, · Panel				DELETE	D REVISION 49					
23.	Master Dim	System	В	1	0	a) 1 b) E	tion may be inoperative TEST and BRT function is seen that the second is seen that the second is seen that the second is second in the second is second in the second is second in the second is second in the second is second in the second in the second in the second is second in the	ons operate nor t, switch is plac	ed in			

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L AVIATION ADMINIST					
	RAII	ON	1	MASTER MINIMUM EQUIPMEN	NT LIST
FT:			REV	VISION NO: 54	PAGE:
			DAT	E: 10/12/2009	33-11
I& ICE ITEM R	1.	2.	NUMB	SER INSTALLED	
·			3.	NUMBER REQUIRED FOR DISPATCH	
HTS				4. REMARKS OR EXCEPTIONS	
Sterile Flight Compartment Light System	С	1	0	(O) May be inoperative provided alternate produce are established and used.	cedures
Cyclom.	D	1	0	May be inoperative provided procedures do no require its use.	ot
Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and	С	-	0		
Fueling Panel)	D	-	0	May be inoperative for day operations.	
Main Cargo Compartment In- Flight Access Alert System (STC ST01961SE)	С	-	0	May be inoperative provided in-flight access to main deck cargo compartment is prohibited.	the
Main Cargo Compartment Lights	С	-	0	May be inoperative provided in-flight access to main deck cargo compartment is prohibited.	the
2) Main Cargo Compartment Alert Horns	С	2	0	May be inoperative provided in-flight access to main deck cargo compartment is prohibited.	the
	Sterile Flight Compartment Light System Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel) Main Cargo Compartment In- Flight Access Alert System (STC ST01961SE) 1) Main Cargo Compartment Lights 2) Main Cargo Compartment Alert	Sterile Flight Compartment Light System Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel) Main Cargo Compartment In-Flight Access Alert System (STC ST01961SE) 1) Main Cargo Compartment Lights 2) Main Cargo Compartment Lights 2) Main Cargo Compartment Alert	Sterile Flight C 1 Compartment Light System D 1 Service Area Light Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel) D - Main Cargo C - Compartment In- Flight Access Alert System (STC ST01961SE) 1) Main Cargo C - Compartment Lights 2.	ICE ITEM Sterile Flight C 1 0 Compartment Light System D 1 0 Service Area Light C - 0 Systems (Nose, Electrical Equipment, Air Conditioning, Aft Accessory, APU, Tailcone Compartments, and Fueling Panel) D - 0 Main Cargo C - 0 Compartment In-Flight Access Alert System (STC ST01961SE) 1) Main Cargo C - 0 Compartment Lights 2. NUMB	Service Area Light System D C O May be inoperative provided procedures do not require its use.

	RAL AVIATION ADMINIST	KAI	ION		MASTER MINIMUM EQUIPMENT LIST			
AIRCRAFT:				REV	VISION NO: 54 PAGE:			
B-737 SYSTEM & 1.		DAT	E: 10/12/2009 34-1					
	JENCE ITEM	1.	2.	NUME	NUMBER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
34 - N	IAVIGATION				4. REMARKS OR EXCEPTIONS			
1.	Mach/Airspeed Indications							
	1) Mach Indications	С	2	1	One may be inoperative provided one Mach/Airspeed warning and Mach trim system operates normally.			
	a) (-100/-200/- 300/-400/ - 500)	С	2	0	May be inoperative provided: a) Airplane remains at or below FL 230, and b) Airspeed remains at or below 320 KIAS.			
	b) (-600/-700/- 800/-900)	С	2	0	May be inoperative provided: a) Airplane remains at or below FL 280, and b) Airspeed remains at or below 320 KIAS.			
***	2) Airspeed Indicators (-300/ - 400/-500)	С	2	1	One may be inoperative provided: a) EFIS Speed Tape displays are installed and operate normally, and b) One Mach/Airspeed warning operates normally.			
***	3) EFIS Speed Tape (-300/-400/ -500)	С	2	0	May be inoperative provided airspeed indicators are installed and operate normally at each pilot's station.			
***	4) Airspeed Cursor (-100/-200/-300/ - 400/-500)	Α	2	1	(O) One may be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.			
***	5) External Airspeed Markers (Bugs) (- 100/-200/-300/ - 400/-500)	С	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.			
***	6) Digital Airspeed Readout (-100/- 200/-300/ -400/- 500)	С	-	0				

U.S. DEPARTMENT OF TRANS	POR	TATIO	N	
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B-737			DATI	E: 10/12/2009 34-2
SYSTEM & SEQUENCE ITEM NUMBER	1.	2.	NUMB	ER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
34 - NAVIGATION				4. REMARKS OR EXCEPTIONS
Mach/Airspeed Warning Systems				
Maximum Operating Speed Indication	С	2	1	One may be inoperative provided clacker warning system operates normally and is independent from Mach Indicator.
2) Clacker				
a) (-100/-200)	С	-	1	
	В	-	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs.
	В	-	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 340 KIAS/.78 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .78 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.
b) (-300/-400/ - 500/-600/ - 700/-800/ -	С	2	1	
900)	В	2	0	Systems may be inoperative provided; a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs earlier than scheduled during flight, speed must remain below point at which the warning occurs. (Continued)

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FEDER	AL AVIATION ADMINIST	RAT	ION		MASTER MINIMUM EQUIPMENT LIST
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B-737			-	DAT	E: 10/12/2009 34-3
SYSTE SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA	VIGATION				4. REMARKS OR EXCEPTIONS
2.	Mach/Airspeed Warning Systems (Cont'd)				
	2) Clacker (Cont'd)				
	b) (-300/-400/ -500/-600/ -700/-800/ 900) (Cont'd)	В	2	0	Systems may be inoperative provided: a) Both Mach indicators operate normally, b) 330 KIAS/.76 Mach airspeed limitations are observed, and c) If overspeed warning occurs below .76 Mach, system must be deactivated by pulling associated circuit breaker and observe speed limits.
3.	Altimeter Vibrators				
	1) Servo-Pneumatic	С	2	1	One may be inoperative provided associated air data computer operates normally.
	2) Pneumatic	С	2	1	One may be inoperative provided VMC exists at departure and arrival airports.
	3) Pneumatic (With Electric/ Electronic Altimeter)	С	1	0	May be inoperative provided VMC exists at departure and arrival airports.
	One Pneumatic and one Servo-	С	2	1	Servo-Pneumatic may be inoperative provided associated air data computer operates normally.
	Pneumatic	С	2	1	Pneumatic may be inoperative provided VMC exists at departure and arrival airports.
	5) Standby Altimeter Vibrator (With Electric/ Electronic Altimeter)	С	1	0	May be inoperative provided VMC exists at departure and arrival airports.
4.	Static Air Temperature Indication	D	-	0	

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FEDER.	AL AVIATION ADMINIST	RAT	ION		MASTER MINIMUM EQUIPMENT LIST
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B-737				DAT	E: 10/12/2009 34-4
SYSTE SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA	VIGATION				4. REMARKS OR EXCEPTIONS
5.	Total Air Temperature Indication	С	-	0	May be inoperative provided an alternate air temperature indication (e.g. PDCS, FMCS, RAT, SAT) operates normally.
6.	Attitude Director Indicators (ADI)				Delete prior to revision 27.
7.	Standby Horizon Indicator				
	Standby Attitude Indicator	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast Over-The-Top conditions.
***	2) ILS Indication	D	1	0	
8. ***	Angle of Attack Indications	С	-	0	
9.	Turn and Bank Indicators				
***	1) Rate of Turn Indicators (-100/ - 200/-300/-400/ -	С	2	1	
	500)	С	2	0	May be inoperative provided Standby Horizon Indicator operates normally.
10.	Directional Gyro Compass System				Deleted prior to Revision 27.

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	AL AVIATION ADM	IINDIKAII	UN	DEV.	MASTER MINIMUM EQUIPMEN	
AIRCRAFT:					SION NO : 54	PAGE:
B-737 SYSTEM	M &	1.		DATE	E: 10/12/2009	34-5
SEQUE NUMBE	NCE IT	EM '.	2.	NUMBI	ER INSTALLED	
				3.	NUMBER REQUIRED FOR DISPATCH	
34 - NA\	VIGATION				4. REMARKS OR EXCEPTIONS	
11.	Non-Stabilized Magnetic Compas	B iss	1	0	(O) May be inoperative provided any combinati three gyro or INS (IRU) stabilized compass sys are operative.	
		В	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IR stabilized compass systems are operated b) Airplane is operated with dual independent navigation capability, and under positive control by ATC on enroute portion of fli	tive, and dent e radar
		С	1	0	(O) May be inoperative for flights that are entire within areas of magnetic unreliability provided t stabilized directional gyro systems are installed operative, and used in conjunction with free gyrnavigation techniques.	wo I,
12.	Flight Director Systems	С	2	0	May be inoperative provided approach minimur not require its use.	ms do
13.	Distance Measurii Equipment Syster		-	-	Any in excess of those required by 14 CFR main inoperative.	y be
14.	Marker Beacon Receiver System	С	-	0	May be inoperative provided approach minimur not require its use.	ms do
15.	Weather Radar	С	-	0	May be inoperative provided Radar System is required by 14 CFR.	not
		D	-	1	May be inoperative provided one remaining Ra System operates normally.	dar
***	Windshear Detection and Avoidance	В	-	0	(O) May be inoperative provided alternate procare established and used.	edures
	System (Predictive)				NOTE: Operator's alternate procedures should reviewing windshear avoidance and wir recovery procedures.	
		С	-	0	 (O) May be inoperative provided: a) Alternate procedures are established a used, and b) Windshear Warning and Guidance Sys (Reactive) operates normally. (Continued) 	
					(Continuou)	

U.S. DE	PARTMENT OF TRANS	SPOR	OITAT	V	
FEDERA	AL AVIATION ADMINIS	TRATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRA	AFT:			REV	ISION NO: 54 PAGE:
B-737		-		DAT	E: 10/12/2009 34-6
SYSTEM SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA\	/IGATION				4. REMARKS OR EXCEPTIONS
15.	Weather Radar (Cont'd)	-			
***	2) Autotilt/ Multiscan Function (Including STCs ST01843AT, ST01470LA-D)	С	1	0	May be inoperative provided manual tilt function operates normally.
***	3) Stabilization Function	С	1	0	(M) May be inoperative provided:a) Manual tilt control operates normally, andb) Antenna is verified to scan in a horizontal plane with tilt at zero degrees.
16.	Radio Compass Systems (ADF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
17.	VHF Navigation Systems (VOR/ILS)				
	1) (-100/-200/-300/ - 400/-500)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
	a) Auto Tune Function	С	-	0	 (O) May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Manual tuning operates normally.
	2) (-300/-400/-500 GNLU-920 MMR, STC ST00998LA- D)	D	-	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.
	a) Equipment Cooling Fan	В	2	0	
					(Continued)

FEDERAL AVIATION ADMINISTRATION			ION	MASTER MINIMUM EQUIPMENT LIST				
AIRCRAFT:				REV	ISION NO: 54 PAGE:			
B-737				DAT	E: 10/12/2009 34-7			
SYSTEM & SEQUENCE ITEM NUMBER		1.	2.	NUMB	NUMBER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
34 - N	AVIGATION				4. REMARKS OR EXCEPTIONS			
17.	VHF Navigation Systems (VOR/ILS) (Cont'd)							
	3) (-600/-700/-800/ - 900)							
	a) VOR Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative.			
	b) ILS Systems	D	2	-	Any in excess of those required by 14 CFR, and not powered by a Standby Bus, may be inoperative provided approach minimums do not require its use.			
	c) Auto Tune Function				Deleted MMEL Rev 52.			
18.	ATC Transponders and Automatic Altitude Reporting System	В	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over planned route of flight.			
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.			
	1) Elementary and Enhanced downlink Aircraft Reportable Parameters not Required by 14 CFR	Α	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.			
***	ADS-B Extended Squitter Transmissions	Α	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.			
19. ***	Instrument Comparator or Warning System (-200/-300/-400/ -500, includes STC ST03355AT)	С	-	0	May be inoperative provided approach minimums do not require its use.			

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	AL AVIATION ADN	MINISTRATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			ISION NO: 54 PAGE:		
B-737 SYSTEM & 1.		DATE	E: 10/12/2009 34-8		
SEQUE! NUMBE	NCE I	TEM	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA\	/IGATION				4. REMARKS OR EXCEPTIONS
20.	Radio Altimeter Systems				
	1) Receiver/ Transmitters				
	a) (-100/-200) A	-	0	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within two flight days.
		С	-	0	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing c) Autothrottle is not used for approach and landing, and d) GPWS is not required by 14 CFR.
	b) (-300/-400/ -500)	/ C	2	1	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) GPWS operates normally.
		A	2	1	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, c) Autothrottle is not used for approach and landing, and d) Repairs are made within two flight days. (Continued)

U.S. DE	EPARTMENT OF TR	ANSPOR	TATIO	N	
FEDER	AL AVIATION ADM	INISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:				REV	ISION NO: 54 PAGE:
B-737			-	DAT	E: 10/12/2009 34-9
SYSTE SEQUE NUMB	ENCE IT	1. EM	2.	NUMB	SER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA	AVIGATION				4. REMARKS OR EXCEPTIONS
20.	Radio Altimeter Systems (Cont'd)				
	Receiver/ Transmitters (Cont'd)				
	c) (-600/-700/ -800/-900)	С	2	1	 (M)(O) May be inoperative deactivated provided: a) Approach minimums or operating procedures do not require its use, b) Associated autopilot is not used for approach and landing, and c) Autothrottle is not used for approach and landing.
	2) Indications	С	-	2	May be inoperative provided: a) Independent Radio Altimeters operate normally for both flight crew members, and b) Approach minimums do not require their use.
		С	-	0	(M)(O) May be inoperative provided: a) Associated receiver/transmitter is verified to operate normally, and b) Approach minimums or operating procedures do not require its use.
21. ***	Air Data System (non Electric Airspeed Indicator (-200)	A	-	0	 (O) May be inoperative provided: a) Dispatch deviations for associated equipment are observed, b) All associated equipment is listed in this column of each operator's MEL, and c) Repairs are made within three flight days.
22.	Alternate Static System (-100/-200	C	1	0	May be inoperative provided pneumatic airspeed and altimeters are installed and operating at both pilot stations.
23.	True Airspeed Indication	С	-	0	
24.	Airspeed Indicator (-300/-400/-500)	s			DELETED REVISION 50. MOVED TO 34-1 SUB-ITEM 2).

U.S. DE	PARTMENT OF TRANS	POR	TATIOI	N	
FEDER	AL AVIATION ADMINIST	RATI	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCR	AFT:			REV	ISION NO: 54 PAGE:
B-737				DAT	E: 10/12/2009 34-10
SYSTE SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA	VIGATION				4. REMARKS OR EXCEPTIONS
25.	Altitude Alerting System	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold is operative, b) Enroute operations do not require its use, c) Repairs are made within three flight cycles, and d) Airplane does not depart from an airport where repair or replacement can be made.
		С	1	0	May be inoperative provided it is not required by 14 CFR.
26.	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT &ST03362AT)				
	Ground Proximity Warning System (GPWS)	Α	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	a) Modes 1 thru 4	Α	4	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	b) Test Mode	Α	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Glideslope Deviation(s) (Mode 5)	С	2	1	
	(Mode o)	В	2	0	
	d) Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procedures are established and used.
		С	-	0	(O) May be inoperative provided:a) Advisory callout not required by 14 CFR, andb) Alternate procedures are established and used.(Continued)

FEDERAL AVIATION ADMINISTRATION				MASTER MINIMUM EQUIPMENT LIST					
AIRCRAFT: B-737				REVISION NO: 54 PAGE					
				DAT	TE: 10/12/2009 34-11				
SYSTI SEQU NUMB	ENCE ITEM	1.	2.	NUME	BER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
34 - N	AVIGATION				4. REMARKS OR EXCEPTIONS				
26.	Terrain Awareness and Warning System (TAWS) (Includes STC ST03355AT &ST03362AT) (Cont'd)								
	Ground Proximity Warning System (GPWS) (Cont'd)								
***	e) Windshear Warning and Flight Guidance Mode	В	1	0	(O) May be inoperative provided alternate procedures are established and used.NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear				
	(Reactive)				recovery procedures.				
		С	1	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally. 				
	2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	В	1	0	(O) May be inoperative provided alternate procedures are established and used.				
	3) Terrain Displays	С	-	1					
		В	-	0					
***	a) Vision One (STC ST03355AT)	D	-	0					
***	4) Runway Awareness and Advisory System (RAAS)	С	1	0					

U.S. DE	PARTMENT OF TRANS	POR	TATION	J	
	AL AVIATION ADMINIST			•	MASTER MINIMUM EQUIPMENT LIST
AIRCRA				REVI	SION NO: 54 PAGE:
B-737				DATE	
SYSTEI SEQUE NUMBE	NCE ITEM	1.	2.		ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA	VIGATION				4. REMARKS OR EXCEPTIONS
04 N/A	VIOATION				T. REMARKS ON EXCELLIONS
27. ***	Long Range Navigation Systems (INS, Loran, Omega)	С	-	0	As required by 14 CFR.
28.	Performance Data Computer System (PDCS)	С	1	0	
29.	Speed Command (Fast-Slow) Indicators (-100/ - 200/-300/-400/ - 500)	С	2	0	
30.	ADI Test (-100/ - 200/-300/-400/ - 500)	С	2	0	
31. ***	Speed Cursor Remote Drive	С	1	0	
32.	Instrument Transfer Switching System	С	1	0	 (O) May be inoperative provided: a) Associated instruments operate normally from isolated sources, and b) Inoperative switches are not moved during flight.
33.	Vertical Gyro System (-100/-200)				
	1) Number 1 and 2	С	2	1	One may be inoperative provided: a) Auxiliary vertical gyro operates normally, and b) Vertical gyro switch is selected to auxiliary position.
***	2) Auxiliary Gyro	С	1	0	
34.	Standby Altimeter Vibrator				Moved to Item 34-3 prior to Revision 30.

II S DE	PARTMENT OF TRAI	NSDOD.	ΤΔΤΙΩΝ						
	AL AVIATION ADMINI			N	MASTER MINIMUM EQUIPMENT LIST				
AIRCR		OINAII	ON	DE\/	SION NO: 54 PAGE:				
B-737	AFI.			DATE					
SYSTE	M &	1.		DAIL	10/12/2009				
SEQUE	NCE ITEN		2.	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH				
34 - NA	VIGATION				4. REMARKS OR EXCEPTIONS				
35.	Inertial Reference System(s) (IRS) (-300/-400/-500/ -600/-700/-800/-900)	В	2	1	 (O) Except for ER operations, one may be inoperative provided: a) Remaining IRS operates normally and is used for both Attitude Indications and Both HSIs, b) Flight is Restricted to day VMC, c) Standby Magnetic Compass operates normally, d) Standby Horizon Indicator or ISFD attitude display operates normally, e) Both Vertical Speed Indications are switched to remaining IRS, if required, and f) Autopilots (any mode) are not used unless SB-737-22-1140 or equivalent is incorporated. 				
	IRS Data Display (Aft Overhead Panel)	С	1	0	May be inoperative provided one FMCS CDU operates normally.				
	IRS Ground Crew Call Horn	C	1	0					
36.	Flight Management Computer System (FMCS)								
***	1) (-200 CMA-900 FMS/GPS)	D	1	0	(M) May be inoperative provided FMS is deactivated.				
	a) Annunciator Lights/ Switches (STC ST6895-AT)	C ;	9	0	(M) May be inoperative provided FMS is deactivated.				
	(1) NAV/FMS	D	2	0	May be inoperative provided FMS is considered inoperative.				
		A	2	1	May be inoperative on Non-Flying Pilot's side provided: a) Captain's HDG/NAV light and switch operates normally, and b) Repairs are made within three flight days. (Continued)				

U.S. DE	PARTMENT OF TR	RANSPOR	ΓΑΤΙΟΙ	N				
FEDERA	AL AVIATION ADMI	INISTRATI	ON		MAST	TER MINIMUM	I EQUIPME	NT LIST
AIRCRA	AFT:			REVI	SION NO :		54	PAGE:
B-737				DATE	≣:	10/12/2009		34-14
SYSTEM SEQUE NUMBE	NCE IT	1. EM	2.	NUMB	ER INSTALLED			
				3.	NUMBER REQUIRED	FOR DISPAT	ГСН	
34 - NA\	VIGATION				4. REMARKS C	OR EXCEPTIO	NS	
36.	Flight Managemen Computer System (FMCS) (Cont'd)	t						
	1) (-200 CMA-900 FMS/GPS) (Cont'd)							
	b) Annunciator Lights/ Switches (S' ST6895-AT) (Cont'd)							
	(2) WPT	С	2	0	May be inoperative pits use.	provided proce	dures do no	ot require
		А	2	1	May be inoperative or repairs are made with			provided
	(3) GPS APP CAP	R C	1	0	May be inoperative pits use.	orovided proce	dures do no	ot require
		С	1	0	May be inoperative pa) FMS-DME is b) Area of fligh (minimum of	s operational, a	DME cove	
	(4) GPS INT	С	2	0	May be inoperative pits use.	provided proce	dures do no	ot require
		А	2	1	May be inoperative or repairs are made with			provided
	(5) OFFSET	С	2	0	May be inoperative ρ its use.	provided proce	dures do no	ot require
	b) FMU	С	-	1	May be inoperative pmeet 14 CFR naviga			ed to
	c) MCDU	С	1	0	May be inoperative pmeet 14 CFR naviga			ed to
					(Continued)			

U.S. DEPARTMENT OF	TRANSPOR	TATIO	N	
FEDERAL AVIATION AD	MINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REV	ISION NO: 54 PAGE:
B-737		1	DAT	E: 10/12/2009 34-15
SYSTEM & SEQUENCE NUMBER	1. ITEM	2.	NUMB	EER INSTALLED
			3.	NUMBER REQUIRED FOR DISPATCH
34 - NAVIGATION				4. REMARKS OR EXCEPTIONS
36. Flight Managem Computer Syste (FMCS) (Cont'd	em			
1) (-200 CMA-9 FMS/GPS) (Cont'd)	000			
d) Navigatior Database		-	-	 (O) May be out of currency provided: a) Current Aeronautical Charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified.
e) DME	С	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
	С	1	0	May be inoperative provided GPS is operational.
f) GPS	С	1	0	May be inoperative provided all navigation is based on ILS/VOR/DME.
	С	1	0	May be inoperative provided: a) FMS-DME is operational, and b) Area of flight has adequate DME coverage (minimum of 3 DME stations in range at all times).
g) HSI Switc Unit (STC ST01676/	;	2	0	May be inoperative provided FMS is considered inoperative.
31010/0/	C	2	1	
2) (-300/-400/-5 -600/-700/-80 -900)				
a) FMC Aler Lights	t C	2	1	One may be inoperative provided FMC is not used for autopilot guidance during approach.
	С	2	0	May be inoperative provided FMC is not used for autopilot guidance.
				(Continued)

MENT OF TRANSI	POR ⁻	TATIO	N		
				MASTER MINIMUM EQUIPM	ENT LIST
			REVI		PAGE:
					34-16
ITEM	1.	2.	NUMB	ER INSTALLED	
			3.	NUMBER REQUIRED FOR DISPATCH	
ΓΙΟΝ				4. REMARKS OR EXCEPTIONS	
t Management puter System CS) (Cont'd)					
600/-400/-300/ 600/-700/-800/ 900) (Cont'd)					
Computer	С	-	1	May be inoperative provided it is not required 14 CFR navigation requirements.	I to meet
(1)-300/-400/ - 500	С	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead par operates normally, and b) EFIS speed tapes are not used as prairspeed indication.	nel)
(2)-600/-700/ - 800/-900	С	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead par operates normally, and b) Speed Reference Selector operates	nel)
CDU/MCDU	С	-	1	May be inoperative provided enroute procedurequire its use.	res do not
	С	-	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead par operates normally, and b) Unit is not required to meet 14 CFR is requirements. (Continued)	nel)
	ITEM ITEM	1. ITEM 1. ITEM 1. ITEM 1. ITEM TION It Management puter System CS) (Cont'd) 300/-400/-500/ 500/-700/-800/ 900) (Cont'd) Computer C (1)-300/-400/ - C 500 (2)-600/-700/ - C 800/-900 CDU/MCDU C	TITEM 1.	ITEM 1. 2. NUMB TION It Management puter System CS) (Cont'd) 300/-400/-500/ 500/-700/-800/ 00) (Cont'd) Computer C - 1 (1)-300/-400/ - C - 0 500 (2)-600/-700/ - C - 0 800/-900 CDU/MCDU C - 1	REVISION NO: 54 DATE: 10/12/2009 1. ITEM 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 1. May be inoperative provided it is not required 14 CFR navigation requirements. (1) -300/-400/ - C - 0 Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead par operates normally, and b) EFIS speed tapes are not used as prairspeed indication. (2) -600/-700/ - C - 0 Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead par operates normally, and b) Speed Reference Selector operates CDU/MCDU C - 1 May be inoperative provided enroute procedure its use. C - 0 Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead par operates normally, and b) Speed Reference Selector operates CDU/MCDU C - 1 May be inoperative provided enroute procedure its use. C - 0 Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead par operates normally, and b) Speed Reference Selector operates CDU/MCDU C - 1 May be inoperative provided enroute procedure its use. C - 0 Except for ER operations, may be inoperative provided:

FEDERAL AVIATION	ON ADMINIST	RATI	ON			MASTER MINIMUM	1 EQUIPME	ENT LIST
AIRCRAFT:				REV	ISION NO):	54	PAGE:
B-737				DAT	E:	10/12/2009		34-17
SYSTEM & SEQUENCE NUMBER	ITEM	1.	2.	NUME	BER INST	ALLED		
				3.	NUMBE	R REQUIRED FOR DISPA	тсн	
34 - NAVIGATION					4.	REMARKS OR EXCEPTION	ONS	
Compute (FMCS) (2) (-300/- -600/-7	Cont'd)							
Cor Dis	ernate vigation ntrol play Unit ICDU)							
3	RT NCDU (- 00/-400/ - 00)	С	-	0	a)	inoperative provided: IRS data display (on aft ov operates normally, and Unit is not required to mee requirements.		,
					require navigat	Two independent navigation of the control of the co	nge of radio	NCDU
	CD NCDU 700IGW)	С	-	0		inoperative provided it is navigation requirements.	ot required	to meet
					NOTE:	Two independent navigation required for operations be navigation aids. Requires CDU/Computers, or one of Multimode Receiver with the Nav CDU (ANCDU) and Extitude Indicator (ESAI), if one Inertial Reference System CDU/Computer.	yond range dual GPS capabl onside LCD lectronic S n conjuncti	e of radio e Alternate tandby on with
•	vigation abases	С	-	-	a) b)	y be out of currency provide Current Aeronautical Char navigation fixes prior to dis Procedures are establishe status and suitability of na used to define route of flig Approach navigation radio tuned and identified.	ts are used spatch, and used vigation factoring the factoring fact	I to verify cilities
					(Contin	ued)		

	EPARTMENT OF			V		
FEDEF	RAL AVIATION A	DMINISTRAT	ION	1	MASTER MINIMUM EQUIPMENT	LIST
AIRCR	RAFT:			REVI	SION NO : 54 F	PAGE:
B-737				DATE	E: 10/12/2009	34-18
SYSTE SEQUI NUMB	ENCE	1. ITEM	2.	NUMBI	ER INSTALLED	
			_	3.	NUMBER REQUIRED FOR DISPATCH	
34 - NA	AVIGATION				4. REMARKS OR EXCEPTIONS	
36.	Flight Managen Computer Syste (FMCS) (Cont'o	em				
***	3) Universal Av UNS-1F (ST ST03356AT ST03362AT)	C and	2	0	May be inoperative provided it is not required to make 14 CFR navigation requirements.	neet
	a) Navigatio Compute (NCU)		2	0	May be inoperative provided it is not required to make 14 CFR navigation requirements.	neet
	b) Control Display U (CDU) (-3		2	0	Except for ER operations, may be inoperative provided: a) IRS display unit (on aft overhead panel) operates normally, and b) Unit is not required to meet 14 CFR navigate requirements.	ation
	c) Global Navigatio Satellite System (GNSS)	C	2	0	May be inoperative provided all navigation is base ILS/VOR/DME.	ed on
	d) Navigatio Display (I Caution Annuncia Data Bloc (FMS Ale 300)	ND) tor ck	2	1	May be inoperative provided: a) Data Block operates normally on Flying F ND, and b) FMC is not used for autopilot guidance du approach. NOTE: Requires installation of Universal Avionics	uring
	e) ND Flight Status Blo 300)		2	1	890 Display, STC ST03355AT. May be inoperative on Non-Flying Pilot's ND. NOTE: Requires installation of Universal Avionics 890 Display, STC ST03355AT.	EFI-
	f) Navigatio Database		-	-	 (O) May be out of currency provided: a) Current Aeronautical Charts are used to a navigation fixes prior to dispatch, b) Procedures are established and used to a status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified. 	verify es

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	EPARTMENT OF TRANS			N	
	AL AVIATION ADMINIS	IRAII	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCR	AFT:				ISION NO: 54 PAGE:
B-737				DATE	E: 10/12/2009 34-19
SYSTE SEQUE NUMBI	ENCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA	VIGATION				4. REMARKS OR EXCEPTIONS
37. ***	Windshear Warning and Flight Guidance System (Reactive)	В	1	0	 (O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		С	-	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
38. ***	Pitch Limit Indication (PLI)	С	2	0	
39.	EFIS Speed Tape				DELETED REVISION 50. MOVED TO 34-1 SUB-ITEM.
40.	Traffic Collision and Avoidance System (TCAS) (Includes STC ST03355AT and ST03362AT)	В	-	0	 (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	and Croosezatty	С	-	0	 (M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
***	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display	С	2	1	 May be inoperative on non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side. (Continued)

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				3.	NUMBER REQUIRED FOR DISPATCH
34 - NA	VIGATION				4. REMARKS OR EXCEPTIONS
40.	Traffic Collision and Avoidance System (TCAS) (Cont'd)				
	Resolution Advisory (RA) Display System(s)	С	2	1	May be inoperative on non-flying pilot side.
	Display Gystering)	С	-	0	 (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by crew, and c) Enroute or approach procedures do not require its use.
	Traffic Alert (TA) Display System(s)	С	-	0	 (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.
	4) Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
***	5) Airspace Selection Function	С	-	0	p
41. ***	Engine Pressure Ratio Limit (EPRL) System (-100/-200)	С	1	0	
42.	Radio Magnetic Indicators (RMI)				
	1) (-100/-200)	С	-	1	May be inoperative provided affected RMI is not a source of heading data for Horizontal Situation Indicator (HSI).
	2) (-300/-400/-500)	С	-	1	
	3) (-600/-700/-800/ - 900)				
	a) EFIS/Map	С	3	1	Two may be inoperative provided Captain's RMI or Standby RMI operates normally.
***	b) PFD/ND	С	1	0	Standby RMI may be inoperative provided Captain's Inboard DU is connected to Standby Power.

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34 - NA	AVIGATION				4. REMARKS OR EXCEPTIONS	
40	Dadia Haiaht Alam	5				
43. ***	Radio Height Alert	D	2	0		
44. ***	Head-Up Display System (HUD)	D	-	0	May be inoperative provided procedures do not its use.	require
					NOTE: Any mode which operates normally may used.	be
45. ***	Global Positioning System (GPS)	С	-	0	May be inoperative provided alternate procedure established and used.	es are
		D	-	0	May be inoperative provided procedures do not its use.	require
46. ***	Microwave Landing System (MLS)	D	-	0	May be inoperative provided approach procedur not require its use.	es do
47. ***	ILS Beam Deviation Lights	С	2	0	May be inoperative provided approach minimum not require their use.	s do
48.	EFIS Control Panel Map Switches					
***	1) (-300/-400/-500)					
	a) VOR/ADF	С	2	1		
	b) NAV AID	С	2	1		
	c) ARPT	С	2	1		
	d) RTE DATA	С	2	1		
	e) WPT	С	2	1		
	2) (-600/-700/-800/- 900)	-				
	a) POS	С	2	1		
	b) STA	С	2	1		
	c) ARPT	С	2	1		
	d) DATA	С	2	1		
	e) WPT	С	2	1		
			Ī	1		

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04 NA	MONTION				
34 - INA	VIGATION				4. REMARKS OR EXCEPTIONS
49.	Right IRS DC Power Supply System (-300/-400/-500/- 600/-700/-800/-900)	В	1	0	(O) May be inoperative provided: a) Remaining IRS Mode Selector Unit lights are not illuminated, and b) Autopilot dual channel mode is not used during approach.
50.	ILS System (-600/ -700/-800/ -900)				Deleted in Revision 37, relief incorporated into Item 34-17.
51. ***	Metric Altimeter	D	-	0	May be inoperative provided operations do not require its use.
52. ***	Performance Management System (PMS) with Windshear Detection/Alerting System (STC SA2018NM)	С	-	0	 (O) May be inoperative provided: a) TAT Indicator operates normally, b) PMS remains uncoupled from autopilot, c) Autothrottle system is considered inoperative, and d) Windshear Detection and Guidance is considered inoperative.
53.	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in operator's MEL will be same as that of 14 CFR required equipment.
	Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
	2) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to flight crew.
	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
	4) Data Link Receivers	D	-	0	
	5) ADS-B Applications	D	-	0	

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34 - N	NAVIGATION				4. REMARKS OR EXCEPTIONS
54. ***	Integrated Standby Flight Display (ISFD) System				
	1) Attitude Display	В	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast Over-The-Top conditions.
	2) ILS Indication	D	1	0	
	3) Heading Display	С	1	0	
	Metric Altimeter Display	D	1	0	May be inoperative provided operations do not require its use.
	5) Dedicated Battery	С	1	0	
55. ***	Vertical Situation Display (VSD) System (-600/-700/ - 800/-900)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
	300/ 300/	D	1	0	May be inoperative provided procedures do not require its use.
56.	Global Navigation Satellite Landing System (GLS) (-600/-700/-800/ -900)	D	2		May be inoperative provided approach minimums do not require its use.

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				3.	NUMBER REQUIRED FOR DISPATCH			
35 - OXYGEN			I		4. REMARKS OR EXCEPTIONS			
1.	Crew Oxygen System				Deleted prior to Revision 27.			
2.	Passenger Service Units (PSUs)	В	-	-	 (M) May be inoperative provided: a) Associated seats are blocked and placarded to prevent occupancy, and b) Units operate normally for all usable lavatory and flight attendant locations. 			
	Automatic Presentation	С	1	0	 (M)(O) May be inoperative provided: a) Alternate deployment system is verified to operate normally, and b) Airplane remains at or below FL 300. 			
	2) Door Latches	В	-	-	 (M) Automatic opening feature of door latch(es) may be inoperative unlatched, and taped closed provided: a) PSU oxygen system operates normally, b) Flight remains at or below FL 250, and c) Passenger(s) occupying seat(s) with inoperative door latch(es) are briefed on oxygen mask procedure. 			
3.	Oxygen Pressure Indicators							
	Flight Deck Crew Oxygen Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.			
***	External Service Panel Crew Oxygen Indicator	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.			
	3) Flight Deck Passenger Oxygen Indicator (-100/-200)	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.			
	4) Flight Deck Crew/Passenger Oxygen Indicator (-700C)	С	1	0	(M) May be inoperative provided an alternate procedure is used to verify that oxygen supply is above minimum requirements for dispatch.			
					(Continued)			

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				3.	NUMBER REQUIRED FOR DISPATCH				
35 - OX	/GEN				4. REMARKS OR EXCEPTIONS				
3.	Oxygen Pressure Indicators (Cont'd)								
	5) Overpressure Discharge Indication Disk	С	1	0	(O) May be damaged or missing.				
4.	Portable Oxygen Dispensing Units (Bottle and Mask)	D	-	-	 (M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at next available maintenance facility. 				
5.	Passenger Oxygen System	В	1	0	 (M)(O) May be inoperative provided: a) Flight is not conducted where minimum enroute altitude is above 14,000 feet MSL, b) Both air conditioning packs operate normally, c) Remaining components of pressurization system operate normally, d) Airplane remains at or below FL 250, e) Portable oxygen units are provided for 10% of passengers, and f) Passengers are appropriately briefed. 				
		С	1	0	May be inoperative for all-cargo configuration.				
		В	1	0	May be inoperative provided flight is conducted at or below 10,000 feet MSL.				
6.	PBE Smoke Hoods	D	-	-	Any in excess of those required by 14 CFR may be inoperative.				
7.	External Service Panel, Oxygen Fill Station	С	1	0	(M) May be inoperative provided leak-tight integrity of oxygen supply system is not affected.				

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36 - PNEUMATICS					4. REMARKS OR EXCEPTIONS				
	Manifold Isolation Shutoff Valve								
	1) (-100/-200)	С	1	0	 (M) May be inoperative provided: a) Valve remains closed except for engine and b) Airplane is not operated in known or for icing conditions. 				
	2) (-300/-400/-500)	С	1	0	 (M) May be inoperative provided: a) Modified Main Engine controls or prod equivalent have been installed, b) Valve remains closed except for engin and c) Airplane is not operated in known or for icing conditions. 	e start,			
	3) (-600/-700/-800/ -900)	С	1	0	 (M) Except for ER operations beyond 120 minumay be inoperative provided: a) Valve remains closed except for enginerand b) Airplane is not operated in known or for icing conditions. 	e start,			
	Ground Pneumatic Connector Check Valve	С	1	0	 (M)(O) Except for ER operations beyond 120 r may be inoperative open provided: a) Right pneumatic manifold remains depressurized after starting right engir b) Airplane is not operated in known or for icing conditions, and c) Altitude remains at or below FL 250. 	ne,			
		C	1	0	May be inoperative closed.				

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			3.	NUMBER REQUIRED FOR DISPATCI	H				
36 - PNE				4. REMARKS OR EXCEPTIONS	8				
3.	Precooler Contro Valves	ol							
	1) (-100/-200)	С	2	0	 (M)(O) May be inoperative provided: a) Associated engine bleed shu remains closed after engine s b) Airplane is not operated in knicing conditions. 	start, and	recast		
	2) (-300/-400/-50 -600/-700/-80 -900)		2	0	(O) Except for ER operations beyond may be inoperative in any position properties a) Associated engine bleed shur remains closed, and b) Airplane is not operated in knowicing conditions.	ovided: toff valve			
	3) (-300/-400/-50	00) C	2	0	(M) Except for ER operations beyond may be inoperative full open provided operated in known or forecast icing of	d airplane			
4.	Pneumatic Press Indication System		2	0	(O) May be inoperative provided alter are established and used.	nate proc	edures		
5.	Engine Bleed Air Shutoff Valves (PRSOV)	r							
	1) (-100/-200)	С	2	0	(M)(O) May be inoperative provided:a) Valve is secured closed afterb) Airplane is not operated in knicing conditions.				
	2) (-300/-400/-50 -600/-700/-80 -900)		2	0	(M)(O) Except for ER operations beyonay be inoperative provided:a) Valve is secured closed before etb) Airplane is not operated in known conditions.	ngine star	t, and		
6.	Dual Bleed Light System	t C	1	0	(O) May be inoperative provided:a) APU bleed air is not used in fib) APU bleed valve is closed be departure.				

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				3.	NUMBER REQUIRED FOR DISPATCH		
36 - PNEUMATICS					4. REMARKS OR EXCEPTIONS		
7.	13 th Stage Bleed Air Modulating and Shutoff Valves (-100/-200)	С	2	0	(M) May be inoperative provided airplane is no operated in known or forecast icing conditions		
8.	Engine Bleed Trip Off Lights	С	2	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Associated engine bleed is not used except for engine start, and b) Airplane is not operated in known or forecast icing conditions.			
9.	High Stage Valves (-300/-400/-500/ -600/-700/-800/ -900)	C	2	1	(M) One may be inoperative locked closed prominimum of 60% N1 is maintained on associate engine during flight in icing conditions.		

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	<u> </u>			3.	3. NUMBER REQUIRED FOR DISPATCH				
38 - WATER / WASTE					4. R	EMARKS OR EXCEPTION	NS		
1.	Potable Water Systems	C	-	-	provided: a) A is b) A n NOTE: A	idual components may be a components a colated, and a components a colated, and a components a component to have leaks. Any portion of system while a component in a component component to have leaks.	re deactivate	ed or	
		С	-	-	a) S b) F	be inoperative provided: System is drained, and Procedures are establishe system is not serviced.	ed to ensure	that	
2.	Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)	C	-	-	provided: a) A is b) A n NOTE: A	idual components may be a sociated components a solated, and associated system component to have leaks. Any portion of system while a some and the system while a system w	re deactivate	ed or	
		C		-	provided: a) A is b) P c c) A a E NOTE: T	ciated lavatory system(s) ssociated components and solated to prevent leaks, wilot-in-Command will determine the same acceptable with any special lavatory door (stand placarded "INOPERA ENTER". These provisions are not inspections by crewmemb	re deactivate ermine if flight a forward l b) is secured TIVE – DO f	ed or nt avatory closed NOT	

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46 – INFORMATION SY	STEMS			4. REMARKS OR EXCEPTIO	NS	
1. Electronic Flight Bag (EFB) Sys						
1) Class 3 EFI (Boeing)	в с	2	1			
(Doeilig)	С	2	0	(O) May be inoperative provided al are established and used.	ternate prod	edures
				NOTE: Any function, program or do operates normally may be used.	ocument wh	ich
	D	2	0	May be inoperative provided proce require its use.	dures do no	t
2) (STC ST03165AT		2	0	(M) May be inoperative provided prequire its use.	ocedures d	o not
Only)	С	2	0	(M)(O) May be inoperative provided procedures are established and us		
a) Mounting Cradle	С	2	1	(M)(O) May be inoperative provided procedures are established and us		
b) Liquid Cry Display	ystal C	2	1	One may be inoperative provided a required information is available an		urce for
c) Control P Module/ Periphera Connectiv Unit	al	2	1	One may be inoperative provided a required information is available an		urce for
(1) ON/OFF Switch	С	2	1	One may be inoperative in ON posi a) EFB Battery charging syste normally, and b) Normal power to unit is ava normally.	m operates	
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46 – INFORMATION SYSTEMS					4. REMARKS OR EXCEPTIONS				
1.	Electronic Flight Bag (EFB) System (Cont'd)								
	2) (STC ST03165AT Only) (Cont'd)								
	d) Computer Processing Unit (CPU)	С	2	1	One may be inoperative provided alternate so required information is available and used.	ource for			
	(1) Back-Up Battery	С	2	1	One may be inoperative provided normal pow available and operates normally.	er is			
e) Standby C Button		2	0	May be inoperative in operational mode.					
	24.0.	С	2	0	May be inoperative in Standby mode provided is considered inoperative.	d display			
	3) Stowage/ Charger Assembly (STC ST01118CH Only)								
	a) Class 1 EFBw/ All BatteryTypes	D	1	0	May be inoperative provided procedures do n require its use.	ot			
	b) Class 1 EFB w/ Lithium Ion Battery	С	1	0	(M)(O) May be inoperative provided alternate procedures are established and used.				
	Ballery				NOTE: If a Class 1 EFB is to be used, alternate procedures must insure the battery is to a "sufficiently charged" state at appretime intervals.	charged			

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47 - INERT GAS SYST	EM			4. REMARKS OR EXCEPTIONS					
1. Nitrogen Gene *** System (NGS Models)									
1) Serial Num (S/N) 3433 34450 (pric incorporati Boeing Ser Bulletin 73 1006)	3 or or to on of rvice	1	0	(M) May be inoperative provided NGS shutoff valve is deactivated closed.					
a) Nitrogen Generati Degrade	on	1	0						
2) All Models incorporation Boeing Sen Bulletin 73 1002, 737-1004, 737-1005, 737-1006 or production equivalent)	on of rvice 7-47- 47- 47- 47- 47-	1	0	(M) May be inoperative provided:(a) NGS shutoff valve is deactivated closed, and(b) Repairs are made within ten flight days.					
a) Nitrogen Generati Degrade	on	1	0						

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT	T LIST		
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SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED			
NUMBER				3.	NUMBER REQUIRED FOR DISPATCH			
49 - AIRBORNE AUXILIARY POWER					4. REMARKS OR EXCEPTIONS			
1.	Auxiliary Power Unit (APU)	С	1	0	(O) Except for ER operations, may be inoperative provided: a) Procedures do not require its use, and b) Visual confirmation is made that no dame has occurred to APU exhaust area.			
2.	APU Annunciator LOW OIL PRESSURE and OVER SPEED Lights	С	2	0	May be inoperative provided APU Auto Shutdow System operates normally.	vn		
3.	APU Auto Shutdown System (-100/-200/-300/ -400/-500)	С	1	0	(M) Except for ER operations, may be inoperative provided: a) APU is not used in flight, b) APU annunciator lights operate normally c) APU is monitored continuously.			
4.	APU Annunciator LOW OIL QUANTITY/MAINT Light	С	1	0	(M) May be inoperative and APU used provided quantity is checked once each flight day.	oil		
5.	APU EGT Indicator							
	1) Model GTCP85- 129	С	1	0	 (O) Except for ER operations, may be inoperative provided: a) All warning and caution lights operate normally, b) APU is used to supply electrical power, a starting one engine only, and c) Passengers are not permitted on board of APU has been shut down. 	and for		
	2) Model GTCP36- 280, APS-2000 and AS 131-9B	С	1	0				
6.	APU Inlet Door	С	1	0	(O) May be inoperative open.			
		С	1	0	(O) Except for ER operations, may be inoperative any other position if APU is not used.	e in		

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				3.	NUMBER REQUIRED FOR DISPATCH					
49 - AIRBORNE AUXILIARY POWER					4. REMARKS OR EXCEPTIONS					
7.	APU Bleed Air System	С	1	0	(M) May be inoperative closed. NOTE: APU may be used to provide electrical p	nower				
		С	1	0	(M)(O) Except for ER operations, may be inoper open provided: a) APU bleed air check valve operates normand	ative				
8. ***	APU DC Fuel Boost Pump	D	1	0	b) APU is not operated.					
9.	APU Surge Control System									
***	1) Surge Bleed Valve (Models GTCP85-129 and APS-2000) (-100/-200/-300/	С	1	0	May be inoperative in open position provided AF bleed air is not used for engine start on ground. NOTE: Relief also applies to airplanes modified STC SA5730NM or ST00131SE provide	by				
	-400/-500)	С	1	0	APU is not operating during approach. May be inoperative in closed position provided A operation is limited to FL 250 or below. NOTE: Relief also applies to airplanes modified					
	2) Surge Control	С	1	0	STC SA5730NM or ST00131SE. May be inoperative in open position provided AF	·				
	Valve (Model AS 131-9B) (-600/ -700/-800/-900)				bleed air is not used. NOTE: APU may be used to provide electrical p	oower.				
		С	1	0	(O) Except for ER operations, may be inoperative closed position provided APU is not used.	re in				
10.	APU Cockpit Hourmeter (-100/ -200/-300/ -400/ -500)	D	1	0						
11. ***	APU Start Counter Meter (-100/-200/ -300/ -400/-500)	D	1	0						

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			3.	NUMBER REQUIRED FOR DISPATCH				
49 - AIRBORNE AUXILIARY POWER					4. REMARKS OR EXCEPTIONS			
12.	APU Annunciator HIGH OIL TEMP/ FAULT Light	С	1	0				
13. ***	APU Fuel Heater (-100/-200/-300/ -400/-500)	С	1	0	(M) May be inoperative provided APU operates normally.	3		
14. APU Flap Indicator Interlock System (- 100/-200 Modified by STC SA5730NM or ST00131SE)		С	1	0	(O) May be inoperative provided: a) Remaining APU surge bleed valve is operating, and b) APU bleed air is used during approach	ı.		
		С	1	0	(O) May be inoperative provided APU is not operating during approach.			
15.	Start Power Unit (-600/-700/-800/ -900)	С	1	0	(M) Except for ER operations, may be inoperated provided procedures do not require use of APU			
	AC/DC Start Systems	С	2	1				
16.	Start Converter Unit (-600/-700/-800/ -900)	С	1	0	(M) Except for ER operations, may be inoperated provided procedures do not require use of APU			
	Voltage Regulator Function	С	1	0	Except for ER operations, may be inoperative provided APU generator is not used for electric power.	cal		
					NOTE: APU may be used as a pneumatic sou	rce.		
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-	AL AVIATION ADMINIST	RAI	ION	D.E.	MASTER MINIMUM EQUIPMENT LIST			
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SYSTEM	/I &	1.			I			
SEQUE! NUMBE	NCE ITEM	•••	2.		BER INSTALLED			
				3.	NUMBER REQUIRED FOR DISPATCH			
52 - DO	ORS				4. REMARKS OR EXCEPTIONS			
1.	Forward Air Stair	D	1	0	NOTE: Any mode that operates normally may be used.			
2.	Aft Air Stair (-100/ -200)	С	1	1	Electrical mode may be inoperative provided door operates normally as an emergency exit in passenger configuration.			
		D	1	0	May be inoperative in all-cargo configuration only.			
3.	Door Warning Light System							
	Cargo/ Equipment/	С	-	0	(M) May be inoperative provided associated door is verified closed and locked. NOTE: On –600/-700/-800/-900, if two or more			
	Alistali	Airstair			entry/service door warning lights are inoperative due to failed door sensors, overwing exit flight lock system and mid exit flight lock system (-900ER) will not function properly. Refer to MMEL item 52-15			
	2) Overwing (-600/ -700/-800/-900)	С	-	0	 (M) May be inoperative provided: a) Associated door is verified closed and latched, and b) Associated flight lock is verified to operate normally. 			
	Cabin Door Indication System (-800EF	С	1	0	(O) May be inoperative provided associated doors are verified in accordance with following prior to taxi, takeoff, and landing;			
	STC ST02000NY				- Entry Area/Main Lounge is Open			
	Only)				- Private Bedroom is Closed			
					- Guest Lavatory is Closed			
					- Aft Lounge/Galley is Open			
***	4) Mid-Exit (-900ER)	С	1	0	(M) May be inoperative provided associated door is verified closed and latched.			

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B-737				DAT	E: 10/12/2009 52-2				
SYSTE SEQUE NUMB	ENCE ITEM	1.	2.	NUMBI	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
52 - DC	OORS				4. REMARKS OR EXCEPTIONS				
4.	Tire Burst Screen Warning Light System (-100/-200/ -300)	С	1	0	 (M) May be inoperative provided: a) Main wheel well screens are inspected for security and damage before each departure, and b) For combined Equipment/Tire Burst Screen Warning Light, visually verify that electronics compartment and lower nose compartment is secured and locked, and main wheel well screen is secured and undamaged before each departure. 				
5.	Left Main Cabin Door Pressure Stop Fittings				departure.				
1) Aft Airstair Door and Forward Entry Door	В	-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used. 					
		В	-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 6.0 psi, c) Digital cabin pressure control system AUTO or ALTN control mode operates normally, and d) Alternate procedures are established and used. 				
	2) Aft Door Without Airstairs	В	-	-	 (M)(O) One per door may be broken or missing provided: a) There are no visible defects on other fittings for associated door, b) Pressure differential does not exceed 3.4 psi, and c) Analog cabin pressure control system standby control mode operates normally and STBY is used. (Continued) 				

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B-737				DAT		PAGE : 52-3
SYSTEM	1 &	1.	2.		ER INSTALLED	02 0
SEQUEN NUMBER			۷.	NOME	ER INSTALLED	
NOMBE	·			3.	NUMBER REQUIRED FOR DISPATCH	
52 - DOC	ORS.				4. REMARKS OR EXCEPTIONS	
02 000					TEMARING OR EXCELLIONS	
5.	Left Main Cabin Door Pressure Stop Fittings (Cont'd)					
	2) Aft Door Without Airstairs (Cont'd)	В	-	-	 (M)(O) One per door may be broken or missi provided: a) There are no visible defects on other for associated door, b) Pressure differential does not exceed c) Digital cabin pressure control system or ALTN control mode operates norm d) Alternate procedures are established used. 	fittings d 3.4 psi, a AUTO nally, and
6.	Lower Cargo Doors Pressure Stop Fittings					
	1) (All Models)	Α	24	22	 (M) Any one may be broken or missing on ear or frame provided: a) No defects are visible on other fitting associated door, b) Cabin pressure controller AUTO mode operates normally, c) Adjacent stop fittings are inspected will flights, and d) Not more than 50 flights are made be completion of repairs or replacement 	s for de vithin 25 efore
	2) (-100/-200/-300/ -400/-500/-900)	С	24	20	(M)(O) Two may be broken or missing on each frame provided airplane is operated in an unpressurized configuration only.	ch door or
	3) (-600/-700/-800 prior to incorporation of Boeing Service Bulletin 737-21-1135, 737-26-1121, and 737-26-1122, or production equivalent)	С	24	20	(M)(O) Two may be broken or missing on each frame provided airplane is operated in an unpressurized configuration only. (Continued)	ch door or
6.	Pressure Stop Fittings 1) (All Models) 2) (-100/-200/-300/ -400/-500/-900) 3) (-600/-700/-800 prior to incorporation of Boeing Service Bulletin 737-21- 1135, 737-26- 1121, and 737- 26-1122, or production	С	24	20	d) Alternate procedures are established used. (M) Any one may be broken or missing on early or frame provided: a) No defects are visible on other fitting associated door, b) Cabin pressure controller AUTO mode operates normally, c) Adjacent stop fittings are inspected willights, and d) Not more than 50 flights are made be completion of repairs or replacement (M)(O) Two may be broken or missing on early frame provided airplane is operated in an unpressurized configuration only. (M)(O) Two may be broken or missing on early frame provided airplane is operated in an unpressurized configuration only.	ach door s for de vithin 25 efore s. ch door

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B-737				DAT	E: 10/12/2009 52-4
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52 - DOC	DRS				4. REMARKS OR EXCEPTIONS
6.	Lower Cargo Doors Pressure Stop Fittings (Cont'd)	-			
	4) (-600/-700/-800 upon incorporation of Boeing Service Bulletin 737-21-1135, 737-26-1121, and 737-26-1122, or production equivalent)	С	24	20	 (M)(O) Two may be broken or missing on each door or frame provided: a) Flight is conducted in an unpressurized configuration, and b) Procedures are established and used to ensure lower forward cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in Fly Away Kits, and which materials can be used as ballast.
7.	Entry/Service Door Hold-Open Latch Assemblies	С	-	0	May be inoperative for all-cargo operations.
	Latch Release Lever	С	-	0	
8.	Flight Deck Door Lock system (Not 14 CFR 25.795 Compliant)	С	1	0	(M) May be inoperative provided: a) Door lock solenoid is deactivated in locked position, and b) Door is verified to lock and unlock manually.
		С	1	0	May be inoperative provided supplemental flight deck door security device is installed and operates normally.
		D	1	0	May be inoperative provided all-cargo operations are being conducted.
9.	Lower Cargo Doors Door Balance Mechanism	С	2	0	(M) May be inoperative provided a safety hold open device is used when door is in open position.

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SYSTEM SEQUEN NUMBEI	ITEM	1.	2.	NUMB	ER INSTALLED				
				3.	NUMBER REQUIRED FOR DISPATCH				
52 - DOO	DRS				4. REMARKS OR EXCEPTIONS				
10.	Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)								
	1) Latch Pin, Latch Base and Lower Jamb Latch Fitting	A	8	7	 (M)(O) One may be broken or missing frocargo door provided: a) A visual check is made before deensure no defects are visible on a bases, pins or lower jamb latch fit b) Latch pin and latch base of dama does not interfere with continuous operation of remaining latches are. c) Flight is conducted in unpressuring configuration, d) Procedures are established and usensure main and lower lobe cargo compartments remain empty, or a contain only empty cargo handling ballast (ballast may be loaded in land/or Fly Away Kits. e) Repairs are made within two flight NOTE: Operator MELs must define which approved for inclusion in Fly Away which materials can be used as be 	parture to other latch tings, ged latch s safety d pins, ed sed to re verified to g equipment, JLDs), t days. n items are y Kits, and			
	Hydraulic Cylinder Latching Mechanism	В	2	1	(M) One may be inoperative provided ren cylinder is operative through gear box.	aining latch			
		С	2	0	(M) May be inoperative provided door ma and unlatched manually.	y be latched			
	Hydraulic System Control Valve	В	1	0	(M) May be inoperative provided door ma and unlocked manually.	y be locked			
	Lifting Actuator Assembly	В	2	0	(M) May be inoperative provided door is valued and locked.	erified			
	5) Double Piloted Check Valve	В	1	0	(M) May be inoperative provided door ma and unlocked manually.	y be locked			
					(Continued)				

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			3.	NUMBER REQUIRED FOR DISPATCH				
ORS				4. REMARKS OR EXCEPTIONS				
Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)(Cont'd)								
6) Lock, Lock Mount and Locking Fittings	Α	2	1	 (M)(O) One may be inoperative provided: a) No defects are visible on remaining local lock mount of associated door, and b) Repairs are made within two flight day 				
7) Sequence Valves	В	2	0	(M) May be inoperative provided door is verified latched and locked.	ed			
8) Priority Valve	В	1	0	(M) May be inoperative provided door is verified latched and locked.	ed			
Hydraulic Lock Actuators	С	2	0	(M) May be inoperative provided door can be unlocked and unlatched manually.				
Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO)	С	1	0	(M) May be inoperative provided door is closed latched, and locked before each departure.	d,			
Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC and COMBI models only)	С	1	0	(M) May be inoperative.				
	AL AVIATION ADMINIST AFT: M & NCE ITEM R ORS Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO) (Cont'd) 6) Lock, Lock Mount and Locking Fittings 7) Sequence Valves 8) Priority Valve 9) Hydraulic Lock Actuators Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO) Main Cargo Door Hydraulic Hand Pump (PEMCO F, QC and COMBI	AL AVIATION ADMINISTRAT AFT: M & 1. NCE ITEM R ORS Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)(Cont'd) 6) Lock, Lock Mount and Locking Fittings 7) Sequence Valves 8) Priority Valve B 9) Hydraulic Lock Actuators Main Cargo Door Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO) Main Cargo Door CHydraulic Hand Pump (PEMCO F, QC and COMBI	AL AVIATION ADMINISTRATION AFT: M & 1.	M& NCE ITEM R ORS Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC SA2969SO)(Cont'd) 6) Lock, Lock Mount and Locking Fittings 7) Sequence Valves 8) Priority Valve B 1 0 9) Hydraulic Lock C 2 0 Actuators Main Cargo Door C 1 0 Electrically Powered Hydraulic Pump (Standalone Hydraulic System Only) (PEMCO Aeroplex, Inc. STC SA2969SO) Main Cargo Door C 1 0 Min Cargo Door C SA2969SO) Main Cargo Door C 1 0 O Min Cargo Door C SA2969SO) Main Cargo Door C 1 0 O C SA2969SO)	AL AVIATION ADMINISTRATION RE ITEM R 1. DATE: 10/12/2009 A & NCE ITEM R ORS Main Cabin Cargo Door (PEMCO Aeroplex, Inc. STC Valves B) Priority Valve B) 1 0 (M) May be inoperative provided door is verified latched and locked. B) Priority Valve B) 1 0 (M) May be inoperative provided door is verified latched and locked. B) Priority Valve C) Hydraulic Lock Actuators Main Cargo Door C I 0 (M) May be inoperative provided door is verified latched and locked. Mount and Locking Fittings C) (M) May be inoperative provided door is verified latched and locked. Main Cargo Door C I 0 (M) May be inoperative provided door can be unlocked and unlatched manually. Main Cargo Door C I 0 (M) May be inoperative provided door is closed latched, and locked before each departure. Main Cargo Door C I 0 (M) May be inoperative provided door is closed latched, and locked before each departure. Main Cargo Door C I 0 (M) May be inoperative provided door is closed latched, and locked before each departure. Main Cargo Door C I 0 (M) May be inoperative provided door is closed latched, and locked before each departure. Main Cargo Door C I 0 (M) May be inoperative provided door is closed latched, and locked before each departure. Main Cargo Door C I 0 (M) May be inoperative.			

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				3.	NUMBER REQUIRED FOR DISPATCH				
52 - DC	OORS				4. REMARKS OR EXCEPTIONS				
13.	Main Cargo Door Lift/Operating Systems								
	1) Electric and/or Manual Mode (-200C and STC SA2969SO)	С	-	1	One may be inoperative provided remaining mode operates normally.				
SA2969SO)		С	-	0	(M) May be inoperative provided door is verified closed and locked before each departure.				
	2) Electric Mode (-700C)	С	1	0	(M) May be inoperative provided Manual Mode is verified to operate normally.				
	3) Hydroelectric and/or Manual Mode (STC's ST01566LA, ST00287AT, ST01827LA, and ST01961SE)	С	2	1	One may be inoperative provided remaining mode operates normally.				
	a) (STC ST01566LA and ST01961SE)	С	2	0	(M) May be inoperative provided door is verified closed, latched and locked before each departure.				
14. ***	Lower Cargo Doors Hold Open Mechanism/Device	С	2	0	(M) May be inoperative provided Door Balance Mechanism operates normally.				
	Mechanish/Device	С	2	0	May be inoperative provided cargo compartment remains empty.				
15.	Flight Lock System								
	1) Overwing Exit (-600/ -700/-800/ -900)	С	-	0	 (M)(O) May be inoperative provided: a) Each affected exit is verified to be capable of being unlatched and opened before each departure, and b) A person employed by operator is designated to remain seated in passenger seat nearest affected exit when cabin differential pressure is less than 4.0 psi. 	d			
					(Continued)				

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52 - DOO	ORS				4. REMARKS OR EXCEPTIONS				
17. ***	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant)	С	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivate b) Door dead bolt operates normally and to lock door, c) Alternate procedures are established a used for locking and unlocking door u dead bolt.	is used and			
	Flight Deck Access Panel System (Keypad, Door Chime)	С	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established a used	and			
	a) LEDs	С	3	0	(O) May be inoperative provided alternate pro are established and used.	cedures			
***	b) Door Bell Mode	С	1	0	(O) May be inoperative provided alternate pro are established and used.	cedures			
	c) Switch Guard	С	1	0	May be inoperative or missing provided flight of door LOCK FAIL light operates normally.	deck			
	Flight Deck Door LOCK FAIL Light	С	1	0	(M) May be inoperative provided automatic loc controls are verified to operate normally.	ck			
	3) Flight Deck Door AUTO UNLK Light	С	1	0	 (M) May be inoperative provided: a) Automatic lock controls are verified to normally, and b) Door chime operates normally. 	operate			
	Fight Deck Door Lock Control Selector	С	1	0	 (M)(O) May be inoperative provided: a) Keypad is deactivated, b) Automatic lock is verified to operate n and c) Alternate procedures are established used. 	•			
	5) Flight Deck Door Pressure Relief Panels				Item moved to 52-20, Revision 46.				

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				3.	. NUMBER REQUIRED FOR DISPATCH				
52 - DOO	PRS				4. REMARKS OR EXCEPTIO	NS			
18.	Boeing/C&D Aerospace Enhanced Flight Deck Security Door Dead Bolt (14 CFR 25.795 Compliant)	c	1	0	May be inoperative provided autom operate normally.	atic lock co	ntrols		
19. JAMCO Flight Deck C *** Security Door Automatic Locking System (14 CFR 25.795 Compliant)		1	0	 (M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Mechanical Catch (Latch) Pin operates normally and is used to lock door, and c) Alternate procedures are established and used for locking and unlocking flight deck door using Mechanical Catch (Latch) Pin. 		and			
	Door Automatic Locking Solenoid	С	2	1	(M) One may be inoperative provide locking solenoid operates normally.		g		
	Door Warning System								
***	a) Speakers	С	2	1	(M)(O) One may be inoperative pro speaker is verified to operate normal flight day.				
***	b) LED (Green Indicator Light)	С	2	0					
***	c) Aural Warning System	С	1	0	(M)(O) May be inoperative provideda) AUTO UNLK Light is verified normally, andb) Alternate procedures are estated.	d to operate			
	3) Door Control Panel								
***	a) Door LOCK FAIL Light	С	1	0	(M) May be inoperative OFF provid controls are verified to operate norm (Continued)		ic lock		

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SYSTEM		1.	2.		ER INSTALLED
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52 - DO	ORS				4. REMARKS OR EXCEPTIONS
19.	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd) 3) Door Control Panel (Cont'd)				
***	b) Door AUTO UNLK Light	С	1	0	 (M)(O) May be inoperative OFF provided: a) Automatic lock controls are verified operate normally, b) Aural Warning system operates normally, and c) Alternate procedures are established and used.
***	c) Door HARD LOCK Light	С	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Alternate procedures are established and used.
***	d) Door UNLKD Switch/UNLK Switch Position	С	1	0	 (M)(O) May be inoperative provided: a) Door can be opened manually from flight deck, b) Remaining automatic lock controls are verified to operate normally, and c) Alternate procedures are established and used.
***	e) Door UNLKD Light	С	1	0	(M)(O) May be inoperative provided: a) Automatic lock controls are verified to operate normally, and b) Aural warning system operates normally.
	f) Door EMRG ENTRY ACTIVE Light	С	1	0	(M) May be inoperative provided door aural warning system is verified to operate normally.
	g) Door OPEN Light	С	1	0	(M)(O) May be inoperative provided Automatic Lock controls are verified to operate normally.
	4) FLIGHT DECK DOOR Warning/ Caution Light	С	1	0	

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SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED				
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52 - DOC	DRS				4. REMARKS OR EXCEPTIONS				
19.	JAMCO Flight Deck Security Door Automatic Locking System (14 CFR 25.795 Compliant) (Cont'd)	•				1			
***	5) Cabin Pushbutton Entry Pad/Keypad	С	1	0	(O) May be inoperative provided alternate practice are established and used.	rocedures			
	a) Keypad Indicator Lights	С	3	0	(M)(O) May be inoperative provided: a) Keypad is verified to operate norma b) Alternate procedures are establishe used.				
20.	Flight Deck Door Pressure Relief Panels								
***	1) JAMCO Flight Deck Security Door Pressure Relief Latches (14 CFR 25.795 Compliant)	Α	3	0	May be inoperative in latched position provide repairs are made within two flight days.	ded			
***	2) Boeing/C&D Aerospace Enhanced Flight Deck Security Door (14 CFR 25.795 Compliant)	Α	2	0	May be inoperative provided: a) Panels are in latched position, and b) Repairs are made within two flight d	ays.			
21.	JAMCO Flight Deck Security Door Mechanical Catch Pin Lock (14 CFR 25.795 Compliant)	С	1	0	(M) May be inoperative provided automatic I system is verified to operate normally.	ock			
22. ***	Flight Deck Door Hold Open Device (e.g. Door Stop, Foot Plunger, etc.)	D	1	0					

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SYSTEM & SEQUENCE NUMBER 1. 2. NUMBER REQUIRED FOR DISPATCH 52 - DOORS A 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within three flight days. C 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within three flight days. C 1 0 May be inoperative provided: a) Alternate procedures are established and used. b) Alternate procedures are established and used. 1) All Cargo Configuration D 1 0 May be inoperative provided courier/supernumerary compartment remains empty.	FEDERAL AVIATION ADMINISTRATION	ON			MASTE	R MINIMUM	I EQUIPMEI	NT LIST
SYSTEM & SEQUENCE NUMBER 1. 2. NUMBER INSTALLED 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 23. Flight Deck Door Viewing Port A 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within three flight days. C 1 0 (O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used. 1) All Cargo Configuration C 1 0 May be inoperative provided courier/supernumerary compartment remains empty. D 1 0 May be inoperative provided procedures do not require							54	PAGE:
SEQUENCE NUMBER 3. NUMBER REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS 23. Flight Deck Door Viewing Port A 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within three flight days. C 1 0 (O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used. 1) All Cargo Configuration C 1 0 May be inoperative provided courier/supernumerary compartment remains empty. D 1 0 May be inoperative provided procedures do not require			DAT	ΓE:	10	0/12/2009		52-13
Flight Deck Door Viewing Port A 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within three flight days. C 1 0 (O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used. 1) All Cargo C 1 0 May be inoperative provided courier/supernumerary compartment remains empty. D 1 0 May be inoperative provided procedures do not require	SEQUENCE ITEM	2 .	NUMB	BER INSTAL	LLED			
23. Flight Deck Door *** Viewing Port A 1 0 (O) May be inoperative provided: a) Alternate procedures are established and used. b) Repairs are made within three flight days. C 1 0 (O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used. 1) All Cargo C onfiguration C 1 0 May be inoperative provided courier/supernumerary compartment remains empty. D 1 0 May be inoperative provided procedures do not require			3.	NUMBER I	REQUIRED F	FOR DISPAT	ГСН	
*** Viewing Port a) Alternate procedures are established and used. b) Repairs are made within three flight days. C 1 0 (O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used. 1) All Cargo C 1 0 May be inoperative provided courier/supernumerary compartment remains empty. D 1 0 May be inoperative provided procedures do not require	52 - DOORS			4. R	EMARKS OF	REXCEPTION	NS	
a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used. 1) All Cargo C 1 0 May be inoperative provided courier/supernumerary compartment remains empty. D 1 0 May be inoperative provided procedures do not require		1	0	a) A	Alternate prodused.	cedures are e		
Configuration compartment remains empty. D 1 0 May be inoperative provided procedures do not require	С	1	0	a) A	An electronic fli system is instal	ight deck door lled and opera	ites normally,	and
		1	0				er/supernum	erary
	D	1	0		noperative pro	ovided proce	dures do no	ot require

U.S. DE	PARTMENT OF TRANSI	PORT	ΓΑΤΙΟΙ	N	
	AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCRA	AFT:			REV	ISION NO: 53 PAGE
B-737				DAT	E: 08/01/2009 73-1
SYSTEI SEQUE NUMBE	NCE ITEM	1.	2.	NUMB	ER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
73 - EN	GINE FUEL & CONTROL	-			4. REMARKS OR EXCEPTIONS
1.	Fuel Heater Timers (-100/-200)	С	2	1	(O) One may be inoperative provided associated fuel heater VALVE OPEN light operates normally.
2.	Fuel Heater Valves (-100/-200)	С	2	0	(M)(O) May be inoperative closed provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
3.	Fuel Heater VALVE OPEN Lights (-100/ -200)	С	2	0	(M) May be inoperative provided valve is verified to operate normally before each departure.
	200)	С	2	0	(O) May be inoperative provided fuel temperature is maintained at or above 32 degrees F (0 degrees C).
4.	Fuel Filter Differential Pressure Warning Systems				
	1) (-100/-200)	С	2	1	(O) May be inoperative provided fuel heater system is checked to operate normally.
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1	(M) May be inoperative provided malfunction is verified to be in warning system.
5.	Fuel Flow Indication Systems	С	2	1	One may be inoperative provided: a) N1, N2 for associated engine operate normally, and b) Both main tank fuel quantity indicators operate normally.
6. ***	Fuel Used Indicators	С	2	0	
7.	Power Management Control (PMC) Systems (-300/ -400/-500)	С	2	0	(O) May be inoperative provided: a) Both PMC's remain OFF, and b) AFM Appendix performance adjustments are applied.
8.	Power Management Control (PMC) INOP Lights (-300/ -400/-500)	С	2	0	(O) May be inoperative provided: a) Both PMC's remain OFF, and b) AFM Appendix performance adjustments are applied.
9.	Low Idle Altitude Switch (-400)				Deleted in Revision 30.

MENT OF TRANSP	ORT						
			•	I	MASTER MINIMUM	EQUIPMEN	NT LIST
			REV	ISION NO :		53	PAGE:
			DAT	DATE: 08/01/2009			73-2
ITEM	1.	2.	NUMB	BER INSTALLED		1	
			3.	NUMBER REQU	JIRED FOR DISPAT	СН	
FUEL & CONTROL				4. REMAR	RKS OR EXCEPTION	NS	
VE CLOSED cating System 0/-700/-800/	С	2	0			ssociated va	alve is
otrol (EEC) 0/-700/-800/							
	C	2	0	a) Both e mode, b) Strut/V bundle Bulletii	ringines are operated Ving leading edge over a re installed per Bern or production equivable AFM performance	rer-braided oeing Servi valent, and	wire ce
	IATION ADMINISTR	1. ITEM 1. ITEM CONTROL I Control ENG LVE CLOSED cating System 10/-700/-800/ 0) ctronic Engine 10/-700/-800/ 0) Normal (ON) C	TITEM 1. ITEM 2. ITEM 1. 2. ITEM 1. 2. ITEM FUEL & CONTROL I Control ENG LVE CLOSED cating System 10/-700/-800/ 10) Ctronic Engine ptrol (EEC) 10/-700/-800/ 10) Normal (ON) C 2	TIEM 1. 2. NUMB 3. FUEL & CONTROL I Control ENG LVE CLOSED cating System 10/-700/-800/ 0) ctronic Engine 10/-700/-800/ 0) Normal (ON) C 2 0	REVISION NO: DATE: 1.	REVISION NO: DATE: 08/01/2009 1. CONTROL I	REVISION NO: 53 DATE: 08/01/2009 1.

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FEDEF	RAL AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPMENT LIST
AIRCR	AFT:			RE	VISION NO: 52 PAGE:
B-737				DA	TE: 04/29/2008 74-1
SYSTE SEQUI NUMB	ENCE ITEM	1.	2.	NUME	BER INSTALLED
IAOMID	LK			3.	NUMBER REQUIRED FOR DISPATCH
74 - EN	NGINE IGNITION				4. REMARKS OR EXCEPTIONS
1.	Ignition Systems				
	1) (-100/-200)				
	a) High Energy System (Twin 20 Joule)	С	4	2	Except for ER operations, left igniter may be inoperative on each engine.
	b) Low Energy System (4 Joule)	С	2	0	(O) May be inoperative provided switching is available to permit selection of operative high energy system for continuous ignition.
	2) (-300/-400/-500/ -600/-700/-800/ -900)				
	a) Left Ignition Systems	В	2	1	One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Right ignition systems operate normally.
		С	2	0	 (O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, and b) Associated engine right ignition system operates normally.
	b) Right Ignition Systems	В	2	1	 (M)(O) One may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.
		С	2	0	 (M)(O) Except for ER operations, may be inoperative provided: a) Ignition Select Switch remains in BOTH position, b) Associated engine left ignition systems operate normally, and c) Associated engine left igniter is connected to AC Standby Bus by an acceptable configuration.

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FEDERA	AL AVIATION ADMINIS	STRATI	ION			MASTER MINIMUM EQL	JIPMENT LIST			
AIRCRA	AFT:			RE	/ISION NO :	5	PAGE			
B-737				DA	ΓE:	04/29/2008	75-1			
SYSTEM SEQUE NUMBE	NCE ITEM	1. 2.		NUME	NUMBER INSTALLED					
NOWBL	IX.		-	3.	NUMBER REQU	JIRED FOR DISPATCH				
75 – BLI	EED AIR				4. REMAF	RKS OR EXCEPTIONS				
1. ***	Gravel Protection System (-100/-200)	D	1	0	(M) Valves ma operations do	y be inoperative closed p not require its use.	rovided			
2. ***	High Pressure Turbine Clearance Control (HPTCC) Timer(s) (-300/ -400/-500)	C	2	0		operative provided system	n(s) are			

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	PARTMENT OF TRANS L AVIATION ADMINIST			V	MASTER MINIMUM EQUIPME	NT LICT
AIRCRA		NAII	ON	DEV	TSION NO: 52	PAGE:
B-737	rı.			DAT		77-1
SYSTEM	1 &	1.	_			77-1
SEQUEN NUMBEI	ICE ITEM		2.	NUMB	ER INSTALLED	
NUMBE	`			3.	NUMBER REQUIRED FOR DISPATCH	
77 - ENG	SINE INDICATING				4. REMARKS OR EXCEPTIONS	
1.	Engine Pressure Ratio Systems (-100/-200)					
	1) Digital Counters	С	2	0		
	2) EPR Reference Selectors	С	2	1		
2.	N1 Tachometers					
	1) (-100/-200)	В	2	1	(O) One may be inoperative provided N2 and indicator for associated engine operates normal	
***	a) Digital Counters	В	2	0	NOTE: An indicator with an operating pointer i considered to operate normally.	is
	2) (-300/-400/-500/ -600/-700/-800/ -900)					
	a) Digital Counters	В	2	0	(O) Except for EIS/CDS equipped airplanes, m inoperative provided autothrottle is used for tathrust setting.	nay be keoff
					NOTE: An indicator with an operating pointer considered to operate normally.	is
	b) Reference N1 Bugs	С	2	1		
	d) Manual Set Indication	С	2	0		
***	3) N1 Warning Lights (-100/ -200/-300/-400/ -500)	В	2	0	May be inoperative provided associated N1 po operates normally.	ointer

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FEDERA	L AVIATION ADMINIST	RATI	ON		MASTER MINIMUM EQUIPME	NT LIST
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B-737				DAT	E: 04/29/2008	77-2
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	ER INSTALLED	
	<u> </u>			3.	NUMBER REQUIRED FOR DISPATCH	
77 - ENG	SINE INDICATING				4. REMARKS OR EXCEPTIONS	
3.	N2 Tachometers					
	1) (-100/-200)	В	2	1	 (O) One may be inoperative provided: a) N1 and fuel flow indicators for associated engine operate normally, and b) An alternate starting procedure is estated 	
	2) (-300/-400/-500)	В	2	1	 (O) One may be inoperative provided: a) N1 and fuel flow indicators for associate engine operate normally, b) An alternate starting procedure is estated and used, and c) Engine #1 N2 tach generator operates normally. 	ablished
***	3) Digital Counters	С	2	0	May be inoperative except for EIS/CDS equip airplanes.	ped
					NOTE: An indicator with an operating pointer considered to operate normally.	is
***	4) N2 Warning Lights (-100/ -200/-300/-400/ -500)	В	2	0	May be inoperative provided associated N2 po operates normally.	ointer
4.	Fuel Flow Meters				Moved to Item 73-5 prior to Revision 30.	
5.	Vibration Indicating Systems					
***	1) (-100/-200)	С	2	0		
	2) (-300/-400/-500/ -600/-700/-800/ -900)	С	2	1		
6.	EGT Indications					
***	1) Digital Counters	С	2	0	May be inoperative except for EIS/CDS equip airplanes.	ped
					(Continued)	

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FEDERA	L AVIATION AD	MINISTRAT	ON	-		MASTER MINIMUM	EQUIPMEN	NT LIST
AIRCRA	FT:			REV	ISION NO :		52	PAGE:
B-737			-	DAT	E:	04/29/2008		77-3
SYSTEM SEQUEN NUMBER	ICE	1. ITEM	2.	NUMB	ER INSTALLED)		
- NOMBE	•			3.	NUMBER REQ	UIRED FOR DISPAT	СН	
77 - ENG	SINE INDICATIN	IG			4. REMA	RKS OR EXCEPTIO	NS	
6.	EGT Indication (Cont'd)	ns						
***	2) EGT Warni Lights (-100 -200/-300/-4 -500))/	2	0	May be inoper operates norm	rative provided associnally.	iated EGT μ	oointer
7.	EPR Compute	r			Moved to Item	34-41 in Revision 30	Э.	
8.	Fuel Used Indicators				Moved to Item	n 73-6 prior to Revisio	on 30.	
9.	Abnormal Star Indication Syst (-300/-400/-50 -600/-700/-800 -900)	tems 0/	2	0				
10.	LOW IDLE Lig (-300/-400/-50		1	0	a) Engin opera b) Both e	operative provided: e idle control system te normally, and engines installed are ng SB 737-77-1031or alent).	"modified" e	engines

	PARTMENT OF TRANS			V					
FEDERA	L AVIATION ADMINIST	ΓRΑΤΙ	ON		MASTER MINIMUM EQUIPME	NT LIST			
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B-737				DAT	E: 04/29/2008	78-1			
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	NUMBER INSTALLED				
	•			3.	NUMBER REQUIRED FOR DISPATCH				
78 - ENG	SINE EXHAUST				4. REMARKS OR EXCEPTIONS				
1.	Thrust Reverser Systems								
	1) (-100/-200)	С	2	1	(M)(O) One may be inoperative provided thrus reverser is deactivated and secured closed.	st			
		С	2	1	 (M)(O) One may be inoperative provided: a) Thrust reverser guide carriage is verife in over-center (forward thrust) position b) Override System is armed only after lands NOTE: Relief also applies to airplanes modified STC SA5730NM or ST00131SE. 	n, and anding.			
	2) (-300/-400/-500)	С	2	1	(M)(O) One may be inoperative provided thrust reverser is locked in forward thrust position.	st			
	3) (-600/-700/-800/ -900)	С	2	1	 (M)(O) One may be inoperative provided: a) Thrust reverser is locked in forward the position, and b) Appropriate performance adjustments applied. 				
2.	REVERSER UNLOCKED Lights (-100/-200/-300/ -400/-500/)	С	2	1	(M) One may be inoperative provided reverse locked in closed (forward thrust) position. NOTE: Relief also applies to airplanes modified STC SA5730NM or ST00131SE.				
3.	Thrust Reverser In Transit Lights				Deleted in Revision 30.				
4. ***	Thrust REVERSER ARMED Light(s)	С	-	0	(M) May be inoperative provided lights are deactivated.				
					NOTE: Relief also applies to airplanes modifie STC SA5730NM or ST00131SE.	ed by			
5.	Thrust Reverser Override Switches (-100/-200)	С	2	1	One may be inoperative for an associated ino thrust reverser. NOTE: Relief also applies to airplanes modified STC SA5730NM or ST00131SE.				

U.S. DE	PARTMENT OF TRAI	NSPOR	TATIOI	N				
FEDER	AL AVIATION ADMINI	STRATI	ON			MASTER MINIMUM	EQUIPME	NT LIST
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B-737			1	DAT	E:	04/29/2008		78-2
SYSTE SEQUE NUMBI	ENCE ITEM	1.	2.	NUMB	BER INSTALLI	ED		
				3.	NUMBER RE	QUIRED FOR DISPAT	СН	
78 - EN	IGINE EXHAUST				4. REM	ARKS OR EXCEPTION	NS	
6.	Thrust Reverser LOW PRESSURE Light (-100/-200)	С	1	0	NOTE 1: Re Sy:	inoperative provided ac ore each departure. verse thrust may not be stem A pressure is lost. lief also applies to airpl C SA5730NM or ST00	e available v	when
7.	REVERSER Lights (Aft Overhead Panel) (-300/-400/ - 500/-600/-700/ -800/-900)	C	2	1		y be inoperative providence of the control of the c		

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	L AVIATION ADMINIST	RATI	ON	_	MASTER MINIMUM EQUIPMENT L	
AIRCRA	FT:					AGE:
B-737		-	·	DAT	E: 04/29/2008	79-1
SYSTEM SEQUEN NUMBER	ICE ITEM	1.	2.	NUMB	SER INSTALLED	
	<u>`</u>			3.	NUMBER REQUIRED FOR DISPATCH	
79 - ENG	SINE OIL				4. REMARKS OR EXCEPTIONS	
1.	Oil Quantity Indication System	В	2	1	 (M) Except for ER operations, one may be inoperal provided: a) Oil tank is filled to maximum recommended capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Associated low oil pressure warning system operates normally. 	d
***	1) Oil Quantity Indicator Test Switch (-100/ -200/-300/-400/ -500)	С	1	0	 (M) May be inoperative provided: a) Oil tanks are filled to maximum recommen capacity at each refueling, b) There is no evidence of above normal oil consumption or leakage, and c) Engine low oil pressure warning systems operate normally. 	ded
2.	Oil Filter Bypass Warning Systems	С	2	1	 (M) One may be inoperative provided: a) Malfunction is in warning system, and b) Oil filter is inspected for presence of contaminants one each flight day. 	
3.	Oil Temperature Indicators				Deleted prior to Revision 27.	
4.	Oil Low Pressure Warning Systems	В	2	0	May be inoperative provided associated oil quantity indication operates normally.	у
5.	Oil Pressure Indicators				Deleted prior to Revision 27.	

U.S. DEF	PARTMENT OF TRA	NSPOR	TATIOI	N		
	L AVIATION ADMIN				MASTER MINIMUM EQUIPMENT LIST	
AIRCRA	FT:			REV	VISION NO: 52 PAGE:	
B-737				DAT	TE: 04/29/2008 80-1	
SYSTEM SEQUEN NUMBER	ICE ITE	1. M	2.	NUMB	SER INSTALLED	
NO.II.B.L.	•		-	3.	NUMBER REQUIRED FOR DISPATCH	
80 - STA	RTING				4. REMARKS OR EXCEPTIONS	
1.	Starter Valve Oper Indications	ı				
***	1) (-100/-200)	С	2	0	May be inoperative provided Start Valve Arming System is installed and operating normally.	
	2) (-300/-400/- 500 -600/-700/-800/ -900))/ C	2	1	(O) One may be inoperative provided it is checked after engine start that associated valve is closed.	
2. ***	Engine Starter Aut Cutout)				
	1) (-100/-200)	С	2	0	May be inoperative provided: a) Flight crew manually selects Start Switch OFF at 40% N2, and b) Takeoff in icing conditions is not permitted with No. 1 Engine Starter Auto Cutout inoperative.	
	2) (-300/-400/- 500) C	2	0	May be inoperative provided flight crew manually selects Start Switch OFF at 46% N2.	
	3) (-600/-700/-800 -900)	C C	2	0	May be inoperative provided flight crew manually selects Start Switch OFF at 55% N2.	
3.	Starter Valves					
	1) (-100/-200)	С	2	0	(M)(O) May be inoperative provided alternate starting procedures are established and used.	
	2) (-300/-400/- 500) C	2	1	 (M)(O) One may be inoperative provided: a) Modified Main Engine Controls or production equivalent have been incorporated, b) Associated start valve light operates normally, and c) Manual override start procedures are used. 	
	3) (-600/-700/-800 -900)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Associated start valve indication operates normally, and b) Manual override start procedures are used.	
4. ***	Starter Valve Arming System (-100/-200)	С	1	0	May be inoperative provided Starter Valve Open Lights are installed and operating normally.	